COMMONWEALTH of VIRGINIA DEPARTMENT of TRANSPORTATION



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



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2003

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.

Glossary of Terms:

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

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- 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

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

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on Other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of the design hour
- N 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.

QW: Quality of AAWDT:

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

Route Shield Legend

Route Systems

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

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

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

ALT - Alternate Route 220 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.

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Douto	luriodiation	Longth	AADT		4Tiro	Duo		Tru	ıck		QC	K	OK	Dir	AAWDT	OW/
Route	Jurisdiction				4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
	From: Mecklenburg County	North (Carolina Sta	ate Line G	83%	」 1%	3%	1%	12%	0%	С	0.091	F	0.531	1200	G
	To-	1.33			00 /0	1 <i>7</i> 0	370	1 /0	12 /0	0 70	O	0.031	'	0.551	1200	J
(1)	From: Mecklenburg County	6.98	58-712 1900	G	83%	1%	3%	1%	12%	0%	F	0.085	F	0.573	1900	G
	то-		S 58 Big Fo			٦										
(1) (58)	Mecklenburg County	3.43	8200	G	92%	0%	3%	1%	3%	0%	F	0.086	F	0.539	8700	G
\bigcirc	To:		ar SWCL S		1											
Bus 1 58 Danville St	Mecklenburg County	0.16	58 BUS; U 5200	JS 1 N	92%	_ 0%	3%	1%	3%	0%	N	0.093	N	0.506	5500	N
1 58 Danville St	To:		CL South H		0270	7	0,0	170	070	070	.,	0.000	.,	0.000	0000	
Bus Describe Of	From:				000/	-00/	00/	40/	00/	00/		0.000	_	0.500	5500	
1 58 Danville St	Town of South Hill	1.89	5200	G	92%	0%	3%	1%	3%	0%	С	0.093	F	0.506	5500	G
Bus	To: From:		Locust St													
1 (58) Danville St	Town of South Hill	0.28	7000	G	92%	0%	3%	1%	3%	0%	F	0.09	F	0.559	7400	G
Bus	To- From:		Plank Rd			}—										
1 (58) Danville St	Town of South Hill	0.09	8400	G	92%	0%	3%	1%	3%	0%	F	0.087	F	0.528	8900	G
Bus	To: From:	Goo	des Ferry E	Blvd]										
1 58 Danville St	Town of South Hill	0.23	9600	G	92%	0%	3%	1%	3%	0%	F	0.089	F	0.505	10000	G
	To:		cklenburg A													
Bus 1 58 Mecklenburg Ave	Town of South Hill	0.16	Danville St 7800	G	94%	」 0%	2%	1%	3%	0%	F	0.085	F	0.505	8300	G
	To:		JS: SR 47 A													
1 Mecklenburg Ave	Town of South Hill	0.08	7600	G	94%	0%	2%	1%	3%	0%	F	0.092	F	0.539	8000	G
	Ta		Windsor St			1										
1 Mecklenburg Ave	Town of South Hill	0.58	8800	G	94%	0%	2%	1%	3%	0%	F	0.090	F	0.503	9300	G
<u> </u>	Tax		E Ferrell St	t		1—										
1 Mecklenburg Ave	Town of South Hill	2.26	6000	G	94%	0%	2%	1%	3%	0%	С	0.096	F	0.526	6300	G
	To- From:	No	CL South H	Iill]—										
(1)	Mecklenburg County	3.54	1800	G	94%	0%	2%	1%	3%	0%	F	0.091	F	0.657	1800	G
	To: From:		wick Count nburg Cour	-												
$\left(\begin{array}{c} 1 \end{array}\right)$	Brunswick County	0.57	1800	G	94%	0%	2%	1%	3%	0%	F	0.098	F	0.592	1800	G
	To:		12-657			7										
(1)	Brunswick County	4.32	1600	G	81%	1%	3%	3%	12%	0%	С	0.086	F	0.610	1600	G
	To- From:		12-644]——										
1	Brunswick County	3.23	1700	G	81%	1%	3%	3%	12%	0%	F	0.09	F	0.563	1700	G
~	To- From:		R 46 Cochra]										
1	Brunswick County	1.25	3100	G	81%	1%	3%	3%	12%	0%	F	0.082	F	0.573	3100	G
	10:	1-85	South of Al	iberta		1										

1

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		South of Al													
(1)	Brunswick County	0.46	2700	G	91%	1%	3%	1%	4%	0%	F	0.086	F	0.575	2700	G
	To- From:		SCL Alberta]										
[1]	Town of Alberta (Maint: 12)	1.55	1400	G	91%	1%	3%	1%	4%	0%	F	0.095	F	0.569	1400	G
1	To: From:		NCL Alberta	a]										
$\left(\begin{array}{c} 1 \end{array}\right)$	Brunswick County	4.07	1300	G	91%	1%	3%	1%	4%	0%	С	0.101	F	0.574	1200	G
	To- From:		S 12-630			1										
1	Brunswick County	5.39	970	G	91%	1%	3%	1%	4%	0%	F	0.100	F	0.584	960	G
\bigcirc	To:		iddie County	_												
	Dinwiddio County	Bruns 2.46	wick County		94%	30/	20/	10/	10/	00/	F	0.089	F	0.602	1700	G
1	Dinwiddie County		1700	G	94%	2%	2%	1%	1%	0%	Г	0.069	Г	0.603	1700	G
	To-		CL McKenn	-	0.40/		00/	40/	40/	00/		0.000		0.000	4700	
	Town of McKenney (Maint: 26)	0.23	1700	N	94%	2%	2%	1%	1%	0%	N	0.089	N	0.603	1700	N
\sim	To- From:		SR 40			<u> </u>										
1	Town of McKenney (Maint: 26)	0.33	2200	G	94%	2%	2%	1%	1%	0%	F	0.104	F	0.524	2200	G
	To- From:		CL McKenn	_		}—										
1	Dinwiddie County	4.05	2200	N	94%	2%	2%	1%	1%	0%	N	0.104	Ν	0.524	2200	N
<u> </u>	To- From:		26-649]										
1 Boydton Plank Rd	Dinwiddie County	5.65	2700	G	94%	2%	2%	1%	1%	0%	F	0.092	F	0.628	2700	G
<u> </u>	To	26-6	27 Courthou:	se Rd		1										
1 Boydton Plank Rd	Dinwiddie County	2.48	4100	G	94%	2%	2%	1%	1%	0%	С	0.098	F	0.598	4100	G
\bigcirc	Too	26-7-	40 Turkey E	gg Rd		1										
1 Boydton Plank Rd	Dinwiddie County	3.61	5500	G	94%	2%	2%	1%	1%	0%	F	0.097	F	0.563	5500	G
	To	\$ 26.6	13 Dabney N	Mill Dd		1										
1 Boydton Plank Rd	Dinwiddie County	3.09	7300	G	94%	- 2%	2%	1%	1%	0%	F	0.091	F	0.603	7900	G
	To-	Due 1	US 460 Airp	ort St												
Bus	From:					」					_		_			_
1 460 Boydton Plank Rd	Dinwiddie County	1.70	11000	G	94%	2%	2%	1%	1%	0%	F	0.092	F	0.598	11000	G
Bus	To: From:	I-85	SW of Peter	sburg		}—										
1 (460) Boydton Plank Rd	Dinwiddie County	1.22	15000	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.514	16000	G
	To:	\$	R 226 Cox F	2d												
Bus	From:				222/	-	407	407	407	00/	_	-			4=000	
1 (460)	Dinwiddie County	0.45	14000	Α	98%	0%	1%	1%	1%	0%	С	0.107	Α	0.565	15000	Α
Bus	To: From:	W	CL Petersbu	ırg		}—										
1 (460) Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.544	14000	G
			Summit St													
Bus	From			_			,				_		_			_
1 (460) Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.519	14000	G
~ ~	To:		Elm St			1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Elm St		2221		201	407	407	201					40000	
1 460 Washington St	City of Petersburg	0.57	15000	G	96%	1% 7	2%	1%	1%	0%	С	0.090	F	0.535	16000	G
Bus	rom:	US 1 Par, Was	1 Par; Wyth		a I ana											
1 460 Wythe St	City of Petersburg	1.08	8400	G	95%	」 1%	2%	1%	1%	0%	С	0.085	F		9000	G
	Combined Traffic Estimates for 2 Parallel Roadway			G	95%	1%	2%	1%	1%	0%	F	NA	•		19000	G
•	Combined Trainic Estimates for 21 arane Roadway	of this reduce.		-	9570	7 /0	270	1 /0	1 /0	0 70	•	INA			13000	O
Bus	To: From:		Perry St													
1) (460) Wythe St	City of Petersburg	0.15	10000	G	95%	1%	2%	1%	1%	0%	F	0.087	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G
	Tax	en	36 Market	C+												
Bus	From	L.														
1 \ (460 \ (36) Wythe St	City of Petersburg	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	G
\bigcirc	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	Tax	ALT U	S 301 Sycar	more St												
ALT Bus	From:				0.50/	40/	00/	40/	407	00/	_	0.000	_		45000	•
(1) (301) (460) (36) Wythe St	City of Petersburg	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G
	Combined Traffic Estimates for Parallel Roadway		NA			7						NA			NA	
ALT	10: From:		S 460 Jeffer JS 460 Wyt													
ALT (1) (301) Jefferson St	City of Petersburg	0.09	3400 Wyl	G	95%	」 1%	2%	1%	1%	0%	F	0.086	F	0.709	3700	G
1 301 301 301 01	Combined Traffic Estimates for Parallel Roadway		NA	J	3370	1 /0	270	170	170	0 70	'	NA	•	0.705	NA	J
	Combined Trainic Estimates for Faranci Roadway					_						INA			INA	
ALT	To: From:	Bus US 46	60 Par, Wasl	hington S	St											
1 301 Jefferson St	City of Petersburg	0.21	890	G	95%	1%	2%	1%	1%	0%	F	0.108	F	0.813	960	G
	Combined Traffic Estimates for Parallel Roadway	s on this Route	NA									NA			NA	
	To:		Henry St			1										
ALT	From:		Jefferson St													
1 301 Henry St	City of Petersburg	0.05	560	G	95%	1%	2%	1%	1%	0%	F	0.129	F		610	G
\bigcirc	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To:		3rd St													
ALT	From		Henry St			J										_
(1)(301)3rd Street	City of Petersburg	0.05	1700	G	95%	1%	2%	1%	1%	0%	F	0.110	F		1800	G
~	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To-	US 3	301 Par, Ban	nk St		}										
ALT 2rd Street	City of Petersburg	0.05	2800	G	95%	1%	2%	1%	1%	0%	F	0.109	F		3100	G
1 301 3rd Street	,			G	95%	170	270	170	170	0%	Г		Г			G
	Combined Traffic Estimates for Parallel Roadway		NA 1 D III I	1.0		1						NA			NA	
ALT	From:		1 Bollingbro													
1 301 301 36 Bollingbroo	ok St City of Petersburg	0.08	6700	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7300	G
(1) (301) (30) 20111195166	Combined Traffic Estimates for Parallel Roadway		NA		0070	0,0	2,70	170	170	070	•	NA	•		NA	Ū
	Combined Trainic Estimates for Farallel Roadway					-						INA			INA	
~~~	To:	US 1 Par; US														
(1) $(301)$ 2nd Street	City of Petersburg	0.35	11000	G	98%	0%	1%	0%	0%	0%	F	NA			12000	G
~ ~	To:	SCL	Colonial He	eights												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			ı mersiale r				Tri	ck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		L Petersburg		_										
1 301 Boulevard	City of Colonial Heights	0.04	9800 F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.610	10000	F
Pauloverd	City of Colonial Heights		shington Ave	98%	0%	1%	0%	0%	0%	F	0.088	F	0.579	11000	F
1 (301) Boulevard	City of Colonial Heights			90%	U% -	1 70	070	070	070	F	0.000	Г	0.579	11000	Г
1 301 Boulevard	City of Colonial Heights		23000 F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.504	24000	F
<u> </u>	Tax	We	estover Ave		_										
1)(301)Boulevard	City of Colonial Heights		23000 A	98%	0%	1%	0%	0%	0%	С	0.099	Α	0.526	25000	Α
\rightarrow	To- From:	Brand	lers Bridge Rd]—										
1 (301) Boulevard	City of Colonial Heights	0.26	26000 F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.505	27000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		emple Ave	/	]							_			
1 301 144 Boulevard	City of Colonial Heights	0.74	24000 F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.544	27000	F
1)(301)(144)Boulevard	City of Colonial Heights		keview Ave 23000 F	95%	0%	1%	3%	1%	0%	С	0.088	F	0.502	25000	F
1 301 144 Boulevard	Tax		lerslie Ave	0070	7	170	070	170	070		0.000		0.002	20000	
1 301 144 Boulevard	City of Colonial Heights		28000 F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.505	30000	F
	Tax	She	erwood Ave												
1 (301) (144) Boulevard	City of Colonial Heights		26000 F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.520	28000	F
	To: From:	NCL C	Colonial Heights		_										
1 301 144 Jefferson Davis Hwy	Chesterfield County	0.22	24000 F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.541	27000	F
Company Designation	Charter it ald County		Harrowgate Rd			40/	00/	00/	00/		0.000	_	0.554	00000	
1 301 Jefferson Davis Hwy	Chesterfield County		18000 F		0%	1%	0%	0%	0%	С	0.093	F	0.554	20000	F
1 (301) Jefferson Davis Hwy	Chesterfield County		Woods Edge Rd 17000 F		0%	1%	0%	0%	0%	F	0.095	F	0.545	19000	F
1 301 Jefferson Davis Hwy	To-		Happy Hill Rd	3070	7	170	070	070	0 70	Į.	0.000		0.040	13000	
1 (301) Jefferson Davis Hwy	Chesterfield County		15000 F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.563	15000	F
	To:	20-618 Old E	Bermuda Hundr	ed Rd											
1 (301) Jefferson Davis Hwy	Chesterfield County		20000 F		0%	1%	0%	0%	0%	F	0.086	F	0.513	22000	F
	To: From:		Vest Hundred R		_										
1 301 Jefferson Davis Hwy	Chesterfield County	3.91	22000 F	96%	0%	1%	1%	2%	0%	F	0.091	F	0.645	24000	F
~~~	Fram		45 Chester Rd	6001	] <u></u>	401	461	00.1	001		0.001	_	0.5:-	00000	
1 301 Jefferson Davis Hwy	Chesterfield County		20000 F		0% —	1%	1%	2%	0%	С	0.094	F	0.547	22000	F
1 301 Jefferson Davis Hwy	Chesterfield County		Chippenham Pky 22000 F		1%	1%	1%	2%	0%	F	0.091	F	0.685	24000	F
1 301 Jefferson Davis Hwy	Chesterned County			90 /0	¬ '/º	1 /0	1 /0	∠ /0	U /0	'	0.031	'	0.003	24000	'
1 (301) Jefferson Davis Hwy	City of Richmond		L Richmond 26000 G	92%	0%	2%	1%	3%	0%	С	0.079	F	0.537	28000	G
<u> </u>	To:		Ilmeade Rd			=	• • •					-			

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				_		Tru	ıck			K		Dir		
Route	Jurisdiction		Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
1 (301) Jefferson Davis Hwy	City of Richmond	Bellmeade Rd 0.86 16000 A 9	95%	1%	1%	1%	2%	0%	С	0.094	Α	0.587	17000	Α
1 301 Jeπerson Davis Hwy	City of Kichinona		95 /0	1 /0	1 /0	1 /0	2/0	0 /0	C	0.094	^	0.567	17000	^
1 301 Jefferson Davis Hwy	From: L City of Richmond	Hopkins Rd 1.01 23000 G 9	91%	1%	3%	2%	3%	0%	С	0.075	F	0.584	27000	G
,	Tax	US 360 Hull St	1											
(1) (301) Cowardin Ave	City of Richmond		94%	1%	2%	2%	1%	0%	С	0.082	F	0.624	28000	G
	To- From:	Semmes Ave	}											
1 301 Lee Bridge	City of Richmond	0.76 39000 G 9	96%	1%	2%	0%	1%	0%	С	0.091	F	0.617	45000	G
\rightarrow	To: From:	2nd St												
1 301 Belvidere St	City of Richmond	0.92 34000 G 9	96%	1%	2%	0%	1%	0%	F	0.087	F	0.618	39000	G
	To- From:	Franklin St	200/	40/	00/	00/	40/	00/		0.000		0.575	50000	
1 (301) Belvidere St	City of Richmond		96%	1%	2%	0%	1%	0%	F	0.080	F	0.575	52000	G
1 (301) Belvidere St	City of Richmond	US 250 Broad St 0.40 35000 G 9	96%	1%	2%	0%	1%	0%	F	0.083	F	0.611	41000	G
1 301 Belvidere St	To:	Chamberlayne Ave	JO 70	1 /0	270	0 70	1 /0	0 70	'	0.003	•	0.011	41000	O
~~~	From:	Belvidere St	200/	407	201	201	407	201	_		_		0=000	
1 (301) Chamberlayne Ave	City of Richmond	1.02 <b>23000 G</b> 9	96%	1%	2%	0%	1%	0%	С	0.077	F	0.590	27000	G
1 (301) Chamberlayne Ave	City of Richmond	Edge Hill Rd 0.31 <b>24000 G</b> 9	96%	1%	2%	0%	1%	0%	F	0.077	F	0.615	28000	G
Chamberlayne Ave	City of Richmond		90 70	170	270	070	170	070	F	0.077	Г	0.013	20000	G
1) (301) Chamberlayne Ave	City of Richmond	Brookland Park Blvd 0.86 <b>17000 G</b> 9	95%	1%	2%	0%	1%	0%	С	0.086	F	0.592	20000	G
1 301 Chamberlayne Ave	To:	Laburnum Ave		170	270	070	170	070		0.000		0.002	20000	
1 301 Chamberlayne Ave	From: L City of Richmond		96%	1%	1%	0%	1%	0%	F	0.081	F	0.578	17000	G
<u>, , , , , , , , , , , , , , , , , , , </u>	Tax	Claremont Ave	1											
(1) (301) Chamberlayne Ave	City of Richmond		96%	1%	1%	0%	1%	0%	С	0.088	F	0.577	19000	G
	To:	Azalea Ave												
1 Azalea Ave	City of Richmond	Chamberlayne Ave 0.26 <b>18000 G</b> 9	96%	1%	1%	0%	1%	0%	F	0.095	F	0.606	21000	G
	Tar	NCL Richmond												
1 Brook Rd	Henrico County		96%	1%	1%	0%	1%	0%	F	0.089	F	0.593	22000	G
	To	I-95												
1 Brook Rd	Henrico County	0.83 <b>23000 G</b> 9	97%	0%	2%	0%	1%	0%	С	0.091	F	0.533	24000	G
	To- From:	Hilliard Rd	}											
1 Brook Rd	Henrico County	0.72 <b>22000 G</b> 9	97%	0%	2%	0%	1%	0%	F	0.093	F	0.593	23000	G
~	Ta- From:	Wilkinson Rd	-											
1 Brook Rd	Henrico County	0.48 <b>24000 G</b> 9	97%	0%	2%	0%	1%	0%	F	0.087	F	0.554	25000	G
~ n	To: From:	SR 73 Parham Rd		001	001	401	461	001		0.005	_		05000	
1 Brook Rd	Henrico County	1.42 <b>24000 G</b> 9	95%	0%	3%	1%	1%	0%	С	0.088	F	0.557	25000	G
-		1-273												

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .	1		4455		4.	_		Tru	ıck		- 00	K	014	Dir	A A) A ( D. T.	0)4/
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Drook Dd	From:	0.72	I-295	G	050/		20/	10/	10/	00/	F	NIA			25000	0
1 Brook Rd	Henrico County	0.73	33000		95%	0%	3%	1%	1%	0%	Г	NA			35000	G
1 Brook Rd	Henrico County	0.98	a Center Park 24000	cway <b>G</b>	95%	0%	3%	1%	1%	0%	F	0.086	F	0.523	25000	G
Brook Rd	Te:		ver County Li		95%	1 0 70 1	3%	1 70	170	076	Г	0.000	Г	0.525	23000	G
~~~	From:		co County Li													
(1) Washington Hwy	Hanover County	2.41	15000	G	95%	0%	3%	1%	1%	0%	F	0.084	F	0.514	15000	G
~	To: From:	42-802	2 Lewistown			}—										
(1) Washington Hwy	Hanover County	0.79	18000	G	95%	0%	3%	1%	1%	0%	F	0.087	F	0.503	18000	G
<u>~</u>	To: From:	S	CL Ashland			}—										
(1) Washington Hwy	Town of Ashland	1.41	15000	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.531	16000	G
	Ta- From:	Α	shcake Rd			}										
(1) Washington Hwy	Town of Ashland	0.85	19000	G	96%	0%	1%	1%	2%	0%	С	0.093	F	0.561	21000	G
	To- From:	SR:	54 England S	t		}—										
(1) Washington Hwy	Town of Ashland	0.23	13000	G	92%	1%	2%	2%	3%	0%	F	0.089	F	0.544	15000	G
	To: From:	Rar	ndolph Circle	;		 										
(1) Washington Hwy	Town of Ashland	1.94	9600	F	92%	1%	2%	2%	3%	0%	С	0.097	F	0.593	10000	F
	To:	N	CL Ashland			Ъ—										
1	Hanover County	2.17	8800	G	93%	1%	2%	1%	4%	0%	С	0.089	F	0.656	9600	G
	To: From:	42-7	738 Gum Tree	e		Ъ—										
1	Hanover County	1.89	7100	G	93%	1%	2%	1%	4%	0%	F	0.084	F	0.642	7100	G
	To:		SR 30			—										
	Hanover County	3.04	4800	G	87%	1%	1%	6%	6%	0%	С	0.084	F	0.669	4800	G
$\stackrel{\smile}{\smile}$	To:		ine County Li													
	Caroline County	2.99	ver County Li	G	87%	」 1%	1%	6%	6%	0%	F	0.087	F	0.566	4800	G
	Tari				0.70	.,,, T	170	070	0,0	0,0	•	0.007	•	0.000	1000	Ŭ
	Caroline County	6.29	7 Carmel Chu 4800	urch G	93%	1%	2%	1%	2%	0%	F	0.089	F	0.632	4800	G
	To Tool	0.20				.,,, T	270	170		0,0	•	0.000	•	0.002	1000	Ŭ
1	Caroline County	3.06	16-639 5600	G	93%	1%	2%	1%	2%	0%	F	0.088	F	0.554	5600	G
	Tarlor Country	0.00			0070	1 // U	270	170	270	070	•	0.000	•	0.004	0000	Ü
	Caroline County	2.53	16-632 4300	G	93%	1%	2%	1%	2%	0%	С	0.091	F	0.644	4300	G
1	Ta-		vania County		3370	7	270	1 70	270	070	O	0.001	'	0.044	4500	J
~~~	From:	Caroli	ine County Li	ine												
(1)	Spotsylvania County	2.61	8300	G	93%	1%	2%	1%	2%	0%	F	0.087	F	0.692	8300	G
	To: From:	88-6	06 Thornbur	g		}—										
1	Spotsylvania County	4.25	9700	G	93%	1%	2%	1%	2%	0%	F	0.093	F	0.631	9700	G
	To- From:		88-608			}—										
1	Spotsylvania County	2.52	17000	G	95%	1%	1%	1%	2%	0%	С	0.089	F	0.711	17000	G
	То:		US 17													

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			iu interst					Trı	ıck		,	K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ ~~	From:		US 17			]										
(1)(17)	Spotsylvania County	0.93	37000	G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.624	40000	G
~ ~	To: From:		I-95			]——										
(1)	Spotsylvania County	0.96	23000	G	98%	0%	1%	0%	1%	0%	F	0.078	F	0.537	25000	G
<del>~</del>	To: From:		SR 208 Fo			}—										
1	Spotsylvania County	1.30	28000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.677	29000	G
<del>~</del>	To: From:	SCI	Fredericks	sburg		]——										
1 Jefferson Davis Blvd	City of Fredericksburg	1.48	33000	Α	98%	0%	1%	0%	1%	0%	С	0.097	Α	0.62	36000	Α
<del></del>	To: From:		SR 3			}—										
1 Jefferson Davis Blvd	City of Fredericksburg	0.90	29000	G	98%	1%	1%	0%	1%	0%	С	0.079	F	0.597	32000	G
	To- From:		College Av	e		]										
1 Jefferson Davis Blvd	City of Fredericksburg	0.59	35000	G	98%	0%	1%	0%	0%	0%	С	0.082	F	0.551	37000	G
	To- From:	]	Fall Hill Av	ve .		}—										
1 Jefferson Davis Blvd	City of Fredericksburg	0.29	23000	G	98%	0%	1%	0%	1%	0%	F	0.079	F	0.613	25000	G
	To: From:	Bus US	1 Princess A	Anne Av	;	1										
Bus  1 17 Jefferson Davis Blvd	City of Fredericksburg	0.11	31000	N	98%	0%	1%	0%	1%	0%	N	0.085	N	0.674	34000	N
The series of th	To:				0070	7	.,,	0,70	.,,	• , ,	• •	0.000	•••	0.0	0.000	
Bus	From:		_ Fredericks													
(1) (17)	Stafford County	0.35	31000	F	98%	0%	1%	0%	1%	0%	F	0.085	F	0.674	34000	F
	To- From:	Bus US	17, SR 212	Falmout		]										
	Stafford County	2.51	14000	F	96%	0%	2%	1%	1%	0%	F	0.082	F		15000	F
	Ta: From:		89-627			}—										
1	Stafford County	3.05	17000	F	96%	0%	2%	1%	1%	0%	F	0.091	F	0.708	19000	F
	Ta- From:		89-628			1										
1	Stafford County	2.45	16000	F	96%	0%	2%	1%	1%	0%	F	0.09	F	0.689	17000	F
	To:		89-687			1										
1	Stafford County	1.50	23000	F	96%	0%	2%	1%	1%	0%	F	0.095	F	0.645	25000	F
	To:		89-631			1—										
1	Stafford County	1.32	23000	N	96%	0%	2%	1%	1%	0%	Ν	0.095	Ν	0.645	25000	Ν
	Tax		89-610			1										
$\bigcap$	Stafford County	1.46	22000	Α	96%	0%	2%	1%	1%	0%	С	0.132	Α	0.680	24000	Α
$\bigcirc$	To:		89-639													
	From: L— Stafford County	0.94	22000	N	96%	0%	2%	1%	1%	0%	Ν	0.132	N	0.680	24000	N
1	т.															
<u>(1)</u>	Stafford County	2.33	89-638 <b>18000</b>	F	96%	0%	2%	1%	1%	0%	F	0.104	F	0.77	18000	F
	To:		William Cou			7	270	1 /0	170	0 /0	•	0.104	•	0.77	10000	•
	From:		ford County													
1 Jefferson Davis Hwy	Prince William County	2.15	18000	G	96%	0%	2%	1%	1%	0%	F	0.129	F	0.759	18000	G
$\sim$	To:	76	-619 Fuller	Rd	•											

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~	From:		-619 Fuller													
1 Jefferson Davis Hwy	Prince William County	0.51	18000	G	96%	0%	2%	1%	1%	0%	F	0.084	F	0.583	20000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		1 Par Main			]										
1 Fraley Blvd	Prince William County	0.18	9300	G	96%	0%	2%	1%	1%	0%	F	0.075	F		9900	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	19000	G	95%	1%	2%	1%	1%	0%	F	NA			20000	G
	To- From		CL Dumfrie]										
1 Fraley Blvd	Town of Dumfries (Maint: 76)	1.45	14000	G	98%	0%	1%	0%	1%	0%	С	0.074	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	31000	G	96%	0%	2%	1%	1%	0%	С	NA			32000	G
~	To- From:		near Possun			}										
1 Jefferson Davis Hwy	Town of Dumfries (Maint: 76)	0.38	34000	G	94%	0%	3%	1%	2%	0%	С	0.083	F	0.546	34000	G
~	To: From:	N	CL Dumfri			}—										
1 Jefferson Davis Hwy	Prince William County	0.02	41000	G	94%	0%	3%	1%	2%	0%	F	0.08	F	0.526	40000	G
	To: From:		SR 234			}—										
1 Jefferson Davis Hwy	Prince William County	2.61	31000	G	94%	1%	2%	2%	2%	0%	С	0.084	F	0.598	31000	G
	To	76-610	North of G	arfield		—										
1 Jefferson Davis Hwy	Prince William County	2.15	35000	G	94%	1%	2%	2%	2%	0%	F	0.082	F	0.651	37000	G
	Ta		76-2000			—										
1 Jefferson Davis Hwy	Prince William County	2.74	36000	G	94%	1%	2%	2%	2%	0%	F	0.077	F	0.824	38000	G
	To		fax County													
~~~ n	From:		Villiam Cou	_			00/	00/	00/	00/	_	0.00=	_	0.700	00000	_
Richmond Hwy	Fairfax County	0.81	37000	F	97%	1%	2%	0%	0%	0%	F	0.095	F	0.796	39000	F
~~	To: From:		orth of Woo			<u> </u>										
1 Richmond Hwy	Fairfax County	1.44	39000	F	97%	1%	2%	0%	0%	0%	F	0.08	F	0.760	41000	F
~	To- From:	SR 2	42 Gunston	Hall		}—										
1 Richmond Hwy	Fairfax County	4.88	33000	F	97%	1%	2%	0%	0%	0%	F	0.083	F	0.708	35000	F
<u> </u>	Ta: From:	29-61	8 Woodlaw	vn Rd		}										
1 Richmond Hwy	Fairfax County	0.49	34000	F	97%	1%	2%	0%	0%	0%	F	0.077	F		35000	F
	To:	S SR	235 near Ac	cotink		1										
1 Richmond Hwy	Fairfax County	2.84	37000	Α	97%	1%	2%	0%	0%	0%	С	0.079	Α	0.525	39000	Α
	To:	N SR	235 Gum S	prings		<b>—</b>										
1 Richmond Hwy	Fairfax County	3.19	61000	F	97%	1%	2%	0%	0%	0%	F	0.072	F	0.577	64000	F
	та.	SD 241	South of Ale	ovandria		1										
Richmond Hwy	From: L Fairfax County	1.31	54000	F Exandria	97%	1%	2%	0%	0%	0%	F	0.071	F	0.624	57000	F
1	. arrax county					۰٬۰۰	-/-	0,0	0,0	0,0	•	3.57 1	•	3.02 /	0.000	•
1 Patrick St	City of Alexandria (Maint: 00)	0.51	20000 xandria, I-9	95, I-495 <b>G</b>	97%	1%	2%	0%	0%	0%	F	0.075	F	0.68	72000	G
T Fallick St	Gity Of Alexandria (Marit. 00)				<i>∃1 7</i> 0	1 70	<b>∠</b> 70	U 70	U 70	U 70	r	0.073	1-	0.00	12000	G
Detriels Ct	To: From:		Franklin St		070/	10/	20/	00/	00/	00/	N.I	0.075	N.	0.00	72000	N
1 Patrick St	City of Alexandria	0.15	<b>70000</b> ces St, US 1	N	97%	1% 7	2%	0%	0%	0%	N	0.075	N	0.68	72000	N
		Will	tes St, US I	rar		1										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillial y all		210 1100				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	•		QC	Factor	QK	Factor	AAWDT	QW
	From:	Wilk	es St, US 1	Par		1	ZAXIC	3.7AXIC	TITAL	ZIIdii		1 actor		1 actor		
1 Patrick St	City of Alexandria	0.36	23000	F	97%	1%	2%	0%	0%	0%	F	0.071	F		25000	F
	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	48000	F	97%	1%	2%	0%	0%	0%	F	NA			51000	F
	To:		King St													
Patrick St	City of Alexandria	0.72	20000	F	97%	」 1%	1%	1%	1%	0%	С	0.078	F		21000	F
	Combined Traffic Estimates for 2 Parallel Roadways on the			F	93%	1%	1%	4%	1%	0%	С	NA			44000	F
	To		1st St			<u> </u>	.,,	.,,		- , -						
1 Patrick St	City of Alexandria	0.44	52000	F	97%	」 1%	1%	1%	1%	0%	F	0.089	F	0.511	54000	F
(1) · allion or	T.	-			0.70	٠,,,	. , ,	. , 0	.,,	0,0	•	0.000	•	0.0	0.000	·
1 Jefferson Davis Hwy	City of Alexandria	1.35	Monroe Ave 41000	F F	97%	0%	1%	1%	0%	0%	С	0.068	F	0.555	43000	F
1 Serieson Davis Twy	Oity of Alexandria			-	31 /0	7	1 /0	1 /0	070	0 70	C	0.000	'	0.555	43000	'
Lefferson David Llux	To- From:		L Alexand		070/	40/	40/	40/	40/	00/	F	0.070	F	0.005	02000	
1 Jefferson Davis Hwy	Arlington County	0.15	61000	G	97%	1% _	1%	1%	1%	0%	F	0.072	Г	0.605	63000	G
~~	Tad From:		120 Glebe			<u> </u>					_					
1 Jefferson Davis Hwy	Arlington County	0.65	21000	G	97%	1%	1%	1%	1%	0%	F	NA			22000	G
~		233 Reagan V				}										
1 Jefferson Davis Hwy	Arlington County	1.03	48000	G	97%	1%	2%	0%	0%	0%	F	0.075	F	0.502	50000	G
	To: From:		I-395			}										
1 395	Arlington County	0.55			S	ee I-39	5 for dire	ectional t	raffic v	olume es	stimate	es for this	segr	ment.		
	Combined Traffic Estimates for 4 Parallel Roadways on the	his Route:	205000	G	97%	1%	1%	1%	1%	0%	F	NA			227000	G
	To: From:	George V	Vashington	Parkway	,	<u> </u>										
1 395	Arlington County	0.02			S	ee I-39	5 for dire	ectional t	raffic v	olume es	stimate	es for this	segr	ment.		
	Combined Traffic Estimates for 4 Parallel Roadways on the			N	97%	1%	1%	1%	1%	0%	Ν	NA			227000	N
	To:	Distr	rict of Colur	nbia												
~	From:		Wilkes St													
Henry St	City of Alexandria	0.36	25000	F	97%	1%	2%	0%	0%	0%	F	0.081	F		26000	F
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	48000	F	97%	1%	2%	0%	0%	0%	F	NA			51000	F
~~~	To- From:		R 7 King S			}										-
Henry St	City of Alexandria	0.72	22000	F	89%	1%	1%	6%	2%	0%	С	0.085	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:		F	93%	1%	1%	4%	1%	0%	С	NA			44000	F
	10:		1st Street													
~~		US 1 Fraley				」 。	201	40/	201		_		_		1000-	_
Main St	Prince William County	0.18	9700	G	94%	1%	3%	1%	2%	0%	C	0.105	F		10000	G
-	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	19000	G	95%	1%	2%	1%	1%	0%	F	NA			20000	G
~	To: From:		CL Dumfrie			}										
(p) Main St	Town of Dumfries (Maint: 76)	1.35	17000	G	94%	1%	2%	1%	1%	0%	С	0.095	F	0.937	18000	G
~	Combined Traffic Estimates for 2 Parallel Roadways on the			G	96%	0%	2%	1%	1%	0%	С	NA			32000	G
	To:	US 1 Fraley	Blvd North	Intersec	tion											

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US 1 Wyt	he St Batte	rsea Lan												
(1) (460) Washington St	City of Petersburg	0.31	9100	G	96%	1%	2%	1%	1%	0%	F	0.093	F		9800	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G
Bus		123	-9025 Wes	t St]										
(1) (460) Washington St	City of Petersburg	0.40	9000	G	96%	1%	2%	1%	1%	0%	F	0.092	F		9700	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	G
Bus	To- From:	123	-9029 Soutl	h St		}—										
(1) (460) Washington St	City of Petersburg	0.27	10000	G	96%	1%	2%	1%	1%	0%	С	0.097	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G
Due	To- From:	(Guarantee S	t		}—										
Bus (460) Washington St	City of Petersburg	0.24	10000	G	95%	1%	2%	1%	2%	0%	С	0.087	F		11000	G
(3) (400)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	20000	G	95%	1%	2%	1%	2%	0%	F	NA			22000	G
-	To:	BUS US 46	0 Par; SR 3]										
Market St	City of Petersburg	SR 36; Bus U 0.38	S 460 Par V 4000	Washingto G	on St 95%	」 1%	3%	1%	0%	0%	С	0.089	F	0.505	4300	G
Market St	Combined Traffic Estimates for Parallel Roadways		NA	G	95/0	1 /0	3 /0	1 /0	0 /0	0 70	C	NA	•	0.505	NA	G
	To:		36 Grove A	Ave		1						INA			INA	
	From:		36; Market													
(1) (36) Old St	City of Petersburg	0.13	3600	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3900	G
	Combined Traffic Estimates for Parallel Roadways		NA			_						NA			NA	
	To:	S	Sycamore S	t												
(1) (36) Sycamore St	City of Petersburg	0.04	Old St 4200	G	95%	」 1%	3%	1%	0%	0%	F	0.096	F	0.779	4600	G
36 Sycamore St	Combined Traffic Estimates for Parallel Roadways		NA	G	95/0	1 /0	3 /0	1 /0	0 /0	0 70	'	NA	•	0.779	NA	G
	To:		ollingbrook	St		1						INA			INA	
	From:		Sycamore S													
(36) Bollingbrook St	City of Petersburg	0.10	3300	G	95%	1%	3%	1%	0%	0%	F	0.089	F		3500	G
	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA			_						NA			NA	
	To:	US 1	, US 301 21	nd St												
Bus	From:	U	S 1, SR 20	8												
1 LaFayette Blvd	Spotsylvania County	1.52	20000	G	97%	0%	1%	1%	1%	0%	С	0.083	F	0.544	22000	G
Bus	Ta- From:	SCL	Fredericks	burg]										
1 LaFayette Blvd	City of Fredericksburg	1.42	21000	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.557	23000	G
	To-	SR 3: Blu	ie and Grev	Parkway	/	1										
Bus 1 LaFayette Blvd	City of Fredericksburg	0.38	11000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.653	12000	G
1 LaFayette Blvd	City of Fredericksburg				JI 70	U% T	1 70	1 70	1 70	U 70	ı	0.094	I-	0.000	12000	G
Bus	Ta- From: _		3957 Sunke													
1 LaFayette Blvd	City of Fredericksburg	0.56	9800	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.603	11000	G
	To	111-39	061 Kenmo	re Ave												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Plillary at		1 100				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	111-39	961 Kenmoi	e Ave												
1 LaFayette Blvd	City of Fredericksburg	0.10	5700	N	94%	2%	3%	0%	0%	0%	Ν	0.084	Ν	0.533	6200	Ν
Bus	To: From:	Bus US 1 Par, I	Bus 17 Par P	rincess A	Anne St	}—										
1 LaFayette Blvd	City of Fredericksburg	0.06	5700	G	94%	2%	3%	0%	0%	0%	F	0.084	F	0.533	6200	G
	To		JS 17 Carol													
Bus Bus Caralina Ct	From:		17, Lafayet		0.40/]	20/	00/	00/	00/	F	0.004	_		F700	0
1 (17) (2) Caroline St	City of Fredericksburg Combined Traffic Estimates for 2 Parallel Roadways	0.38	5300	G G	94% 97%	2% 1%	3% 2%	0% 0%	0% 0%	0% 0%	F	0.084 NA	F		5700 13000	G G
	Combined Tranic Estimates for 2 Faraller Roadways				9170	170	2 70	U 70	U70	U 70	Г	INA			13000	G
Bus Bus	From:		SR 3 Willia													
1 (17) Caroline St	City of Fredericksburg	0.51	5700	G	94%	2%	3%	0%	0%	0%	С	0.079	F		6100	G
~ ~	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	1% 7	2%	0%	0%	0%	С	NA			16000	G
Bus Bus	From:		Herndon St Caroline St													
1 (17) Herndon St	City of Fredericksburg	0.06	5400	G	94%	2%	3%	0%	0%	0%	F	0.076	F		5900	G
	To:		Par Princes		t											
Bus Bus 1 7 Princess Anne St	City of Fredericksburg	0.70	12000 12000	idon St G	98%] 0%	1%	0%	0%	0%	С	0.079	_	0.661	13000	G
1) Princess Anne St	City of Fredericksburg		erson Davis			7 0 70 7	1 /0	0 /0	0 /0	0 /0	C	0.079	'	0.001	13000	G
Rue Rue	From:	Bus US 1, B				! 										
Bus Bus Princess Anne	St City of Fredericksburg	0.37	7000	G	98%	J 0%	1%	0%	0%	0%	F	0.083	F		7600	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	12000	G	97%	1%	2%	0%	0%	0%	F	NA			13000	G
	Tac	Bus	SR 3 Willia	m St		1										
Bus Bus 1 7 Princess Anne St	City of Fredericksburg	0.52	9000	G	98%	0%	1%	0%	0%	0%	С	0.096	F		9800	G
Princess Anne St	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	1%	2%	0%	0%	0%	С	NA	'		16000	G
	To:		US 1 Hernd		31 /0	1 ''	2 /0	0 70	0 /0	0 70	C	INA			10000	O
	From:		Azalea Ave													
2 301 Chamberlayne Ave	City of Richmond	0.04	14000	G	95%	1%	2%	0%	2%	0%	F	0.089	F	0.516	15000	G
	To:	N	CL Richmo	nd		—										
2 (301) Chamberlayne Ave	Henrico County	0.55	16000	G	95%	1%	2%	0%	2%	0%	С	0.092	F	0.578	17000	G
	Tax		I-95			⊢ —										
2 (301) Chamberlayne Ave	Henrico County	2.47	16000	G	96%	0%	2%	0%	1%	0%	С	0.119	F	0.763	17000	G
	Tax		Parham Rd			—										
2) (301) Chamberlayne Ave	Henrico County	0.17	29000	G	96%	0%	2%	0%	1%	0%	F	0.105	F	0.726	31000	G
	To:		over County													
Chambadaina Dd	From:		rico County		060/	J 00/	20/	00/	40/	00/	_	0.405	_	0.704	22000	0
2 301 Chamberlayne Rd	Hanover County	0.40	31000	G	96%	0%	2%	0%	1%	0%	٢	0.105	F	0.761	33000	G
	To: From:	4.0=	I-295	-	0001	101	00/	40/	407	001		0.400		0.000	00000	
2 301 Chamberlayne Rd	Hanover County	1.87	21000	G	96%	1%	2%	1%	1%	0%	С	0.103	F	0.666	23000	G
	To: From:		42-640			<u> </u>	201	40/	40/	201		0.405	_		10005	
2 301 Chamberlayne Rd	Hanover County	1.30	15000	G	96%	1% 7	2%	1%	1%	0%	F	0.100	F	0.653	16000	G
	10:	42-64	3 Pearsons (orner												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		i iiiiai y aii				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
2)(301) Chamberlayne Rd	From:	42-643 1.27	Pearsons Co 10000	orner G	96%] 1%	2%	1%	1%	0%	F	0.096	F	0.633	10000	G
2 301 Chamberlayrie Ru	Hanover County		Whippoorwi	_	90%	7	2 70	170	170	070	F	0.090	Г	0.033	10000	G
	From:		554 Stumpy F	Rd												
2 (301)	Hanover County	1.68	8100	G	94%	0%	2%	1%	2%	0%	F	0.088	F	0.621	8100	G
	To- From:		42-651			}										
2 (301)	Hanover County	2.80	7300	G	94%	0%	2%	1%	2%	0%	С	0.089	F	0.531	7300	G
	From:		002 Hanover		0.40/	<u> </u>	00/	40/	00/	00/		0.004	_	0.070	4000	
2 (301)	Hanover County	1.78	4800 ine County L	G	94%	0% 7	2%	1%	2%	0%	F	0.094	F	0.679	4800	G
	From:		ver County L													
2 (301)	Caroline County	3.16	4800	G	94%	1%	1%	1%	3%	0%	С	0.093	F	0.662	4800	G
	To- From:	S	SR 30 Dawn			}—										
2)(301)	Caroline County	4.44	3700	G	86%	1%	3%	3%	7%	0%	F	0.085	F	0.560	3700	G
	To- From:		16-647]										
2 (301)	Caroline County	7.50	3300	G	86%	1%	3%	3%	7%	0%	С	0.088	F	0.5	3300	G
	To- From:		Near de Jarr			}—										
2 (301)	Caroline County	2.46	5800	G	86%	1% 7	3%	3%	7%	0%	F	0.079	F	0.597	5800	G
	From		Bus US 301 Bowling Gre	een												
2)(301)	Town of Bowling Green (Maint: 16)	0.11	5800	N	86%	1%	3%	3%	7%	0%	Ν	0.079	Ν	0.597	5800	Ν
Bus	To- From:	I	Bus US 301			}—										
Bus (301)	Caroline County	0.22	5600	G	94%	0%	2%	1%	3%	0%	F	0.094	F	0.519	5500	G
	To		Bowling Gre	en en		1										
Bus	From:				94%	J 0%	20/	10/	20/	00/	С	0.005	F	0.570	E000	0
2 (301)	Town of Bowling Green (Maint: 16)	0.74	5900	G	94%	U% -	2%	1%	3%	0%	C	0.085	Г	0.578	5900	G
	Town of Pauling Croop (Maint: 16)	0.39	Bus US 301 6400	G	91%	1%	2%	3%	2%	0%	F	0.095	F	0.507	6800	G
2	Town of Bowling Green (Maint: 16)				9170	170	2 70	370	2 70	070	F	0.095	Г	0.507	0000	G
	Caroline County	7.73	Bowling Gre 4900	een G	91%	1%	2%	3%	2%	0%	F	0.095	N	0.507	4800	G
2	Caroline County	7.75			9170	1 /0 7	2 /0	370	270	0 70		0.033	IN	0.507	4000	U
	Caroline County	3.71	16-606 5000	G	91%	1%	2%	3%	2%	0%	С	0.090	F	0.556	4900	G
2	Ta-		vania County		3170	7	270	370	270	0 70	O	0.000	•	0.550	4300	J
	From:	Carol	ine County L	ine												
(2)	Spotsylvania County	1.36	4900	G	91%	1%	2%	3%	2%	0%	F	0.088	F	0.683	4900	G
Bus	To- From:		Bus US 17			}—										
2 (17)	Spotsylvania County	3.56	11000	G	91%	1%	2%	3%	3%	0%	С	0.084	F	0.567	11000	G
\bigcirc	To-		88-1301			1—										
Bus (17)	Spotsylvania County	0.97	21000	G	91%	1%	2%	3%	3%	0%	F	0.092	F	0.632	23000	G
2) [17]	To:		Fredericksbu		J 1 /0							3.002		3.002		

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Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Fredericksh		0.10/]	407	201	00/	201			_			
2 (17) Dixon St	City of Fredericksburg	0.55	25000	G	94%	1% 1	1%	2%	3%	0%	С	0.085	F	0.561	27000	G
Bus	From:		Iowison Ave Glover St	2												
2) (17) Dixon St	City of Fredericksburg	0.26	10000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.576	11000	G
2 11	To:					7										
Bus	From:		Charles St													
$\begin{pmatrix} 2 \end{pmatrix} \begin{pmatrix} 17 \end{pmatrix}$ Dixon St	City of Fredericksburg	0.06	4700	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.623	5100	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	1%	1%	0%	1%	0%	F	NA			11000	G
D	To: From:	Pri	Dixon St	St												
Bus Charles Street	City of Fredericksburg	0.26	5800	G	97%	」 1%	1%	1%	1%	0%	С	0.089	F	0.553	6300	G
2 (17) Charles Street	Combined Traffic Estimates for 2 Parallel Roadways		8200	G	97%	1%	1%	0%	1%	0%	С	NA	'	0.555	8900	G
	Combined Traine Estimates for 21 drailer Noadways	on this route.			31 /0	1 /0 7	1 /0	0 70	1 /0	0 70	C	INA			0300	J
Bus Bus	From:		Bus US 1													
2) (1) (17) Princess Anne	St City of Fredericksburg	0.37	7000	G	98%	0%	1%	0%	0%	0%	F	0.083	F		7600	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	12000	G	97%	1%	2%	0%	0%	0%	F	NA			13000	G
	To:	Bus S	SR 3 Willian	n St												
	From:	BUS U	S 15 Orange	e Road												
(3) 522 Germanna Highway	Town of Culpeper	0.96	8200	G	92%	1%	3%	1%	2%	0%	С	0.091	F	0.566	8900	G
	To:	E	CL Culpepe	r		Ъ										
3 (522)	Culpeper County	0.66	12000	G	92%	1%	3%	1%	4%	0%	С	0.084	F	0.574	12000	G
	To		US 522			1										
3	From: L Culpeper County	4.63	7300	G	95%	0%	1%	1%	3%	0%	F	0.077	F	0.563	7300	G
3	- Carpopor County	1.00				7.0	170	1,0	0,0	070	•	0.011	•	0.000	7000	Ü
	Culpeper County	3.73	23-663 9800	G	95%	0%	1%	1%	3%	0%	F	0.084	F	0.564	9900	G
3	Culpeper County	3.73		<u> </u>	95%	070	1 70	1 70	370	076	Г	0.004	Г	0.304	9900	G
	Ta: From:		23-750			<u> </u>							_			
3	Culpeper County	4.37	8500	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.637	8500	G
	From:		ge County I													
2	Orange County	4.89	13000	G	95%	0%	1%	1%	3%	0%	F	0.078	F	0.531	13000	G
3						1			-,-		-		-			
	Oranga Caupty	0.12	20 Wilderne 24000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.501	24000	G
3	Orange County		vania Count		93 /0	1 0 70 1	1 /0	1 /0	3/0	0 /6	'	0.074	'	0.501	24000	G
	From:		ge County I													
3	Spotsylvania County	5.27	20000	G	95%	0%	1%	1%	3%	0%	F	0.075	F	0.594	20000	G
	To	99.610) Chancellor	ovillo		1										
	From: L Spotsylvania County	3.52	27000	G	95%	0%	1%	1%	3%	0%	С	0.076	F	0.634	29000	G
3	- Spotoyiva na Sounty				30 /0	7.0	170	1 /0	070	0 /0	J	0.070	•	J.00-7	20000	0
	To: From:		20 Harrison		050/		40/	40/	20/	00/		0.070		0.004	20222	N.
3	Spotsylvania County	1.14	27000	N	95%	0%	1%	1%	3%	0%	N	0.076	Ν	0.634	29000	N
	To: From:		0 Five Mile			}—										
3	Spotsylvania County	2.28	67000	G	95%	0%	1%	1%	3%	0%	F	0.071	F	0.568	72000	G
	To:	WCL	Fredericks	burg												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar						Tru	ıck			K		Dir		<u> </u>
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		L Fredericks													
3 Plank Rd	City of Fredericksburg	0.34	79000	G	95%	0%	1%	1%	3%	0%	F	0.075	F	0.612	85000	G
<u> </u>	To- From:		I-95			}—										
3 Plank Rd	City of Fredericksburg	0.61	57000	G	93%	1%	1%	1%	4%	0%	F	0.075	F	0.52	61000	G
	Ta	(Oakwood S	t		1—										
3 Plank Rd	City of Fredericksburg	0.63	45000	G	94%	0%	1%	1%	3%	0%	С	0.082	F	0.536	48000	G
	To-	US 1 Je	efferson Dav	vis Hwv		1										
3	City of Fredericksburg	0.24	40000	G	93%	0%	1%	1%	3%	0%	С	0.076	F	0.535	43000	G
	To	Due	SR 3 Willia	m Ct												
Blue and Grey Parkway	City of Fredericksburg	0.53	28000	G	93%	1%	1%	1%	4%	0%	С	0.083	F	0.532	30000	G
3) 2140 4114 315) . 411114,						٦	.,,	. , 0	.,,	• 70	Ū	0.000	-	0.002	00000	Ū
3 Blue and Grey Parkway	City of Fredericksburg	1.00	31 LaFayet 31000	G Blvd	91%	1%	2%	2%	4%	0%	С	0.084	F	0.529	34000	G
3 Blue and Grey Parkway	Oity of Fredericksburg				3170	7	270	270	770	0 70	O	0.004	•	0.020	34000	O
Plus and Croy Parlayay	City of Fredericksburg	Bus US 0.36	31000 31000	Dixon St G	93%	1%	1%	1%	4%	0%	F	0.088	F	0.508	34000	G
3 Blue and Grey Parkway	City of Fredericksburg				93%	170	170	1 70	470	076	Г	0.000	Г	0.506	34000	G
	Ta- From:		Fredericks		000/		40/	40/	40/	00/		0.000	_	0.500	0.4000	
3) Blue and Grey Parkway	Stafford County	0.33	31000	G	93%	1% 7	1%	1%	4%	0%	F	0.088	F	0.508	34000	G
	From:	Bus SR	R 3 Kings H Bus SR 3	ignway												
3 Kings Hwy	Stafford County	0.82	27000	F	94%	1%	2%	1%	3%	0%	F	0.089	F	0.529	30000	F
	To:	89-680 Le	eonard Rd, I	Federal I)r	—										
3 Kings Hwy	Stafford County	0.16	20000	N	91%	1%	1%	2%	5%	0%	Ν	0.096	Ν	0.550	22000	Ν
	Ta-	90.7	44 Rumfor	d Dd												
3 Kings Hwy	Stafford County	5.38	20000	F	91%	1%	1%	2%	5%	0%	С	0.096	F	0.550	22000	F
3)9	To					٦	.,.	_,,	-,-	-,-	_		-			-
	Stafford County	0.40	9-601 East I 21000	F	94%	1%	2%	1%	3%	0%	F	0.089	F	0.555	21000	F
3)	To:		eorge Cour		J+70	7 '″	270	1 70	370	0 70	'	0.000	•	0.555	21000	
_	From		ord County	_												
3	King George County	3.68	19000	G	94%	1%	2%	1%	3%	0%	F	0.094	F	0.596	19000	G
	To: From:		48-605			}—										
3	King George County	4.79	18000	G	94%	1%	2%	1%	3%	0%	С	0.099	F	0.587	18000	C
	Ta	SR 20	6 Arnolds (Corner		7 —										
3	King George County	2.58	15000	G	94%	1%	2%	1%	3%	0%	F	0.085	F	0.515	15000	C
<u> </u>	To	SR 20)5 Purkins (orner		1										
3	King George County	1.56	6800	G	94%	」 1%	2%	1%	3%	0%	F	0.085	F	0.623	6800	G
	Test		301 Office													
3	King George County	7.18	5100	Hall G	88%	1%	3%	2%	5%	0%	С	0.091	F	0.641	5000	G
3	To:		oreland Cou		0070	٦ . ٪	0 / 0	2/0	070	0 / 0	J	3.001	•	5.0-1	0000	0
	From		eorge Cour	-		1										
3)	Westmoreland County	2.84	4400	G	89%	1%	3%	2%	5%	0%	С	0.087	F	0.592	4300	G
	To:	SR	205 Oak Gi	rove												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR	205 Oak Gr	ove]		-								
3	Westmoreland County	2.83	6200	G	88%	1%	3%	2%	5%	0%	F	0.077	F	0.64	6200	G
	To: From:	SR 204	N Of Potom]										
(3)	Westmoreland County	2.05	6400	G	88%	1%	3%	2%	5%	0%	F	0.077	F	0.557	6400	G
	To: From:		96-624]										
3 3	Westmoreland County	2.83	5400	G	88%	1%	3%	2%	5%	0%	F	0.078	F	0.659	5400	G
	To- From:		SR 347		000/]	201	40/	407	201	_		_			
3	Westmoreland County	0.68	5600	G	90%	1%	3%	1%	4%	0%	С	0.079	F	0.643	5600	G
	To: From:		SR 214 Lert]										
3	Westmoreland County	3.57	5200	G	90%	1%	3%	1%	4%	0%	F	0.083	F	0.64	5100	G
	To- From:		CL Montro		2221]	201	40/	407	201						
3	Town of Montross (Maint: 96)	0.95	5200	N	90%	1%	3%	1%	4%	0%	N	0.083	N	0.64	5100	N
	Town of Montroes (Moints Oc.)		2 Peach Gro 9100	ove St	93%	10/	20/	10/	20/	00/	С	0.005	F	0.502	0000	
3	Town of Montross (Maint: 96)	1.49			93%	1%	2%	1%	3%	0%	C	0.085	Г	0.592	9000	G
	To: From:	2.18	CL Montros 9100	ss N	93%	1%	2%	1%	3%	0%	N	0.085	N	0.592	9000	N
3	Westmoreland County				93%	170	270	170	3%	0%	IN	0.065	IN	0.592	9000	IN
3 3 3	Westmoreland County	5.60	202 Temple 4200	eton G	93%	1%	2%	1%	3%	0%	F	0.088	F	0.501	4100	G
3	To:		nond County		3370	٦ ' '	270	1 /0	370	0 70	'	0.000	'	0.501	4100	O
	From:		oreland Cour													
3	Richmond County	0.15	5400	G	91%	1%	2%	1%	5%	0%	F	0.084	F	0.51	5300	G
	To:	S	R 203 Lyell	ls		1										
3	Richmond County	1.46	6700	G	91%	1%	2%	1%	5%	0%	С	0.083	F	0.579	6600	G
	To.		79-653			1										
3 3 3 3 3	Richmond County	0.79	6700	N	91%	1%	2%	1%	5%	0%	Ν	0.083	Ν	0.579	6600	Ν
	To. From:	1	NCL Warsav	W]										
(3)	Town of Warsaw (Maint: 79)	0.20	6700	N	91%	1%	2%	1%	5%	0%	Ν	0.083	Ν	0.579	6600	Ν
	To		SR 3 Bus			1										
3	Richmond County	1.23	6700	N	91%	1%	2%	1%	5%	0%	Ν	0.083	Ν	0.579	6600	Ν
	To: From:	US	360, SR 3 I	Bus		1										
3	Town of Warsaw (Maint: 79)	0.11	7000	G	90%	1%	3%	1%	5%	0%	F	0.081	F	0.568	6900	G
	To. From:		SCL Warsav	v		}—										
3	Richmond County	6.20	7000	N	90%	1%	3%	1%	5%	0%	Ν	0.081	Ν	0.568	6900	Ν
	To- From:	79-64	2 Near Emn	nerton]—										
3	Richmond County	3.07	3800	G	90%	1%	3%	1%	5%	0%	F	0.083	F	0.666	3800	G
	To- From:		79-692			}—										
3	Richmond County	2.37	3500	G	90%	1%	3%	1%	5%	0%	F	0.086	F	0.534	3500	G
	To:		79-608													

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu miersia	ale Rol	nes											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
	. 1						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		-
	From:	0.70	79-608		000/		00/	40/	= 0/	00/	_	0.007	_	0.504	0.400	_
3	Richmond County	2.70	3200	G	90%	1%	3%	1%	5%	0%	F	0.087	F	0.534	3100	G
	From:		aster County nond Count													
	Lancaster County	5.30	2000	G	90%	1%	3%	1%	5%	0%	С	0.089	F	0.519	2000	G
3	Lancaster Godinty				30 70	1 /0	370	1 /0	370	0 70	O	0.000	'	0.010	2000	O
	To: From:		R 201 Livel			<u> </u>										
(3)	Lancaster County	3.48	5000	G	90%	1%	3%	1%	5%	0%	F	0.088	F	0.581	5000	G
- <u>-</u> -	Ta: From:		E 51-604]——										
(3)	Lancaster County	4.36	7400	G	90%	1%	3%	1%	5%	0%	F	0.093	F	0.576	7500	G
	Tax		51-607			1										
3	Lancaster County	0.34	9300	G	90%	1%	3%	1%	5%	0%	F	0.092	F	0.548	9400	G
3	Editodotoi Godiny				0070	- · /·	070	170	070	0 70	•	0.002	•	0.010	0.100	Ŭ
3 3 3 3 3	From:		CL Kilmarno		000/		00/	40/	50 /	00/		0.000		0.540	0.400	
(3)	Town of Kilmarnock (Maint: 51)	1.63	9300	N	90%	1%	3%	1%	5%	0%	N	0.092	N	0.548	9400	N
	To: From:	S	SR 200 W Ir	nt]——										
3 200	Town of Kilmarnock (Maint: 51)	0.09	12000	G	94%	1%	2%	1%	2%	0%	F	0.088	F	0.52	12000	G
	Tax	S	SR 200 M Ir	nt		1										
3	Town of Kilmarnock (Maint: 51)	0.62	9600	G	94%	1%	2%	1%	2%	0%	F	0.088	F	0.534	9600	G
3						7										
3 3 3 3 3 3 3	From:	1.82	CL Kilmarno 9600		94%	40/	20/	40/	20/	0%	N.I.	0.000	N	0.504	0000	N.I
(3)	Lancaster County	1.82	9600	N	94%	1%	2%	1%	2%	0%	N	0.088	IN	0.534	9600	N
	To- From:		51-647													
(3)	Lancaster County	1.67	8600	G	94%	1%	2%	1%	2%	0%	С	0.091	F	0.555	8700	G
	Tax	NC	L White St	one		1										
3	Town of White Stone (Maint: 51)	0.39	8600	N	94%	1%	2%	1%	2%	0%	Ν	0.091	Ν	0.555	8700	Ν
	T		SD 200 E I			7										
	Town of White Stone (Maint: 51)	0.46	SR 200 E In 8900	G	94%	1%	2%	1%	2%	0%	F	0.090	F	0.534	9000	G
3	Town of Write Stone (Maint. 51)	0.40	0900	G	94 %	170	270	1 70	2 70	0%	Г	0.090	Г	0.554	9000	G
	To: From:	SC	L White Sto	one												
(3)	Lancaster County	1.09	8900	N	94%	1%	2%	1%	2%	0%	Ν	0.090	Ν	0.534	9000	Ν
	To:		lesex Couny													
	Middles av Causty		aster County		050/	40/	40/	40/	20/	00/	_	0.005	_	0.57	0000	_
3	Middlesex County	5.84	6600	F	95%	1%	1%	1%	2%	0%	F	0.085	F	0.57	6800	F
	To- From:	N SR 3	3 Harmony	Village												
3 (33)	Middlesex County	3.45	5100	F	95%	1%	1%	1%	2%	0%	С	0.087	F	0.549	5200	F
	Tax	S SR	33 Near Ha	rtfield		1										
3	Middlesex County	3.20	6000	F	95%	1%	1%	1%	2%	0%	F	0.09	F	0.519	6100	F
	To:		ews County			7	,-						٠			
	From:		lesex Count													
3	Mathews County	1.37	5900	G	95%	0%	2%	1%	1%	0%	F	0.09	F	0.575	5800	G
	To:		N SR 198													
3 (109)	Mathews County	1.55	7100	G	95%	0%	2%	1%	1%	0%	F	0.088	F	0.556	7000	G
3 198	To:	1.00	S SR 198		3370	7	2/0	1 /0	1 /0	0 /0	•	0.000	•	0.000	7000	J
			J JIN 170													

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2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ai	TIG TITLOTOR	210 1 101				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
-	From:		S SR 198			ī	ZAXIC	3 - AXIC	TTTGII	ZITAII		1 actor		1 actor		
(3)	Mathews County	2.07	5600	G	95%	0%	2%	1%	1%	0%	С	0.089	F	0.583	5600	G
	To	CD 1	4 Fort Nons	ongo												
3 (14)	From: L Mathews County	0.11	10000	G	95%	0%	2%	1%	1%	0%	F	0.087	F	0.654	10000	G
3) (14)	To:	****	ester Count		0070	7	270	170	170	070	·	0.007	•	0.001	10000	Ū
	From:	Math	news County	Line												
(3)(14)	Gloucester County	4.07	13000	F	97%	1%	1%	1%	1%	0%	С	0.091	F	0.655	13000	F
	Ta. From:		36-623]										
3 (14)	Gloucester County	2.18	18000	F	97%	1%	1%	1%	1%	0%	F	0.091	F	0.640	18000	F
\bigcirc	To:	US 17 Bu	ıs E of Glou	cester C	Н											
Bus	From:	SR 3 Blu	ue and Grey	Parkway	,											
3 William St	City of Fredericksburg	0.14	16000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.591	17000	G
	Too	111-	3958 Hanov	er St		1										
Bus	From:				000/	-	00/	00/	00/	00/	_	0.007	_	0.004	4.4000	_
3 William St	City of Fredericksburg	0.30	13000	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.624	14000	G
Bus	To- From:	111-3	3955 College	e Ave												
3 William St	City of Fredericksburg	0.48	13000	G	99%	0%	1%	0%	0%	0%	С	0.08	F	0.558	14000	G
	To To		XX7 1.			7										_
Bus	From:		ar, Washingt													
(3) William St	City of Fredericksburg	0.37	6300	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.65	6800	G
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	12000	G	99%	0%	1%	0%	0%	0%	F	NA			13000	G
Dura	Toc From:	Bus	US 1 Caroli	ne St]										
Bus 3 William St	City of Fredericksburg	0.07	7700	G	99%	0%	1%	0%	0%	0%	F	0.101	F		8400	G
3) William St	Combined Traffic Estimates for 2 Parallel Roadways or			G	99%	0%	1%	0%	0%	0%	F	NA	•		16000	G
	Combined Trame Estimates for 21 drailer Roadways of				3370	7	1 /0	0 70	070	0 70	•	INA			10000	O
Bus	From:	Bus S	R 3 Par, Sop	ohia St												
(3) William St	City of Fredericksburg	0.03	17000	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.530	19000	G
	Tax	ECI	L Fredericks	burg		1										
Bus	Stoffard County	0.20	47000	F	050/	40/	10/	20/	20/	00/	F	0.006	F	0.570	10000	F
3	Stafford County	0.30	17000		95%	1%	1%	2%	2%	0%	г	0.096	г	0.572	19000	г
Bus	To: From:	SR 2	18 White Oa	ak Rd		_										
3	Stafford County	1.26	24000	F	95%	1%	1%	2%	2%	0%	С	0.091	F	0.524	26000	F
	To:		SR 3													
Bus	From:	Bus	SR 3 Willia	m St				-						·		
(3) Washington Ave	City of Fredericksburg	0.07	6100	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.949	6600	G
P	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	12000	G	99%	0%	1%	0%	0%	0%	F	NA			13000	G
	To	111	-3963 Amel]										
Bus	From:		63, Washing		2221	J	40/		201				_			_
(3) Amelia St	City of Fredericksburg	0.43	5300	G	98%	0%	1%	0%	0%	0%	С	0.088	F		5700	G
	Combined Traffic Estimates for 2 Parallel Roadways or			G	99%	0%	1%	0%	0%	0%	С	NA			12000	G
	To:	111	-3973 Sophi	ia St												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		OTroil	QC	K Factor	QK	Dir	AAWDT	QW
Bus	From:		3973, Amel]								Factor		
3 Sophia St	City of Fredericksburg	0.07	7000	G	99%	0%	0%	0%	0%	0%	С	0.085	F		7500	G
	Combined Traffic Estimates for 2 Parallel Roadway		15000 SR 3 Willia	G m St	99%	0% 7	1%	0%	0%	0%	F	NA			16000	G
	Fram-	Dust		III Ot		 										
Bus 3	Town of Warsaw (Maint: 79)	0.77	SR 3	N	94%	0%	2%	1%	3%	0%	N	0.087	N	0.622	13000	N
Bus	To: From:		US 360			 										
(3)(360)	Town of Warsaw (Maint: 79)	0.78	13000	G	94%	0%	2%	1%	3%	0%	F	0.087	F	0.622	13000	G
	To:		SR 3													
	From:		Carolina Sta]										
(4)	Mecklenburg County	4.53	530	G	87%	0%	2%	1%	9%	0%	F	0.087	F	0.505	530	G
<u>~</u>	To- From:	South End		Kerr Da		}—										
4	Mecklenburg County (Maint: US) 0.53	920	N	87%	0%	2%	1%	9%	0%	Ν	0.107	Ν	0.61	920	Ν
	Ta	North End	of John H.	Kerr Da	m	1—										
4	Mecklenburg County	1.46	920	G	87%	0%	2%	1%	9%	0%	С	0.107	F	0.61	920	G
	To:	58-707 China			eights											
	From:		7 Castle He	_	0=0/		00/	40/	201	20/	_		_	. =		_
(4)	Mecklenburg County	4.50	930	G	87%	0%	2%	1%	9%	0%	F	0.104	F	0.521	930	G
	10:		US 58 Gills													
0511.01	From:	0.00	Broad St		050/	10/	00/	40/	00/	00/	_	0.004	_	0.544	0700	0
5 25th Street	City of Richmond	0.22	3200	G	95%	1%	3%	1%	0%	0%	С	0.094	F	0.511	3700	G
	From:		Main St 25th St			1										
5 Main St	City of Richmond	0.30	14000	G	95%	0%	1%	3%	1%	0%	F	0.104	F	0.693	16000	G
	Ta.					1										
5 Main St	From: L City of Richmond	0.40	lliamsburg 6900	G	95%	0%	1%	3%	1%	0%	С	0.115	F	0.793	8000	G
5 Main St	City of Nichmond				9570	7 0 70	1 /0	370	1 /0	0 70	C	0.113	•	0.733	0000	O
NA sin Ot	To- From:		Nicholson S		0.40/		00/	40/	00/	00/		0.44	_	0.700	40000	
5 Main St	City of Richmond	0.26	11000	G	94%	0%	2%	1%	2%	0%	С	0.11	F	0.782	13000	G
	To- From:		CL Richmo			}—										
5 Osborne Tnpk	Henrico County	1.99	10000	G	92%	0%	1%	5%	1%	0%	С	0.12	F	0.835	11000	G
	To: From:		w Market l			1										
New Market Rd	Henrico County	2.13	7300 7300	G	94%	」 1%	3%	2%	1%	0%	С	0.115	F	0.787	7700	G
5 New Market Rd	rieniico county				3 4 /0	1 /0	370	2 /0	1 /0	0 70	C	0.113	•	0.707	7700	O
	To. From		aburnum Av		2221		10/	201	201	201	_		_			
5 New Market Rd	Henrico County	3.27	7500	G	93%	1%	1%	2%	3%	0%	С	0.104	F	0.696	7900	G
	To: From:		I-295]										
5 New Market Rd	Henrico County	4.70	2600	G	94%	0%	3%	0%	2%	0%	С	0.089	F	0.641	2800	G
	To- Econo.	Wi	llis Church	Rd		}—										
5 (156) New Market Rd	Henrico County	1.72	2400	G	94%	0%	3%	0%	2%	0%	F	0.086	F	0.745	2400	G
$\overline{}$	To:	Charles	City Coun	ty Line												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		riiiiaiy and						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT (QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Henric	co County Lin	ne		1	27 040	0 - 7 0 40		211411		1 doto:		1 40101		
5 (156)	Charles City County	4.34		G	87%	1%	2%	7%	3%	0%	С	0.095	F	0.715	1400	G
	То	ÇD	R 156 E Int			1										
E	Charles City County	3.69		G	92%	1%	1%	3%	4%	0%	F	0.088	F	0.556	2700	G
5	Table Only County	0.00			0270	. / v T	. 70	070	170	070	•	0.000	•	0.000	2,00	Ū
	Charles City County	5.68	18-609 2300	G	92%	1%	1%	3%	4%	0%	С	0.092	F	0.535	2300	G
5	Charles City County				92 /0	1 /0	1 /0	370	7/0	0 70	C	0.032	'	0.555	2300	U
	To: From:		Charles City		0.40/	40/	40/	00/	00/	00/	_	0.4	_	0.504	0000	_
5	Charles City County	3.81	2000	G	94%	1%	1%	2%	3%	0%	С	0.1	F	0.561	2000	G
	To- From:		18-632]										
$\left(\begin{array}{c}5\end{array} ight)$ John Tyler Memorial Hwy	Charles City County	9.47		G	94%	1%	1%	2%	3%	0%	F	0.088	F	0.512	2200	G
		ames City County harles City County														
5 John Tyler Memorial Hwy	James City County	4.35		G	94%	J 0%	3%	1%	2%	0%	F	0.077	F	0.501	3400	G
3 com Tyler memerican Timy	carries only seamly				0 1 70	7.0	0,0	170		070	•	0.011	•	0.001	0.100	Ū
Lobo Tylor Memorial Llyar	From:		4 Legacy Driv 12000	ve G	94%	00/	3%	1%	20/	0%	F	0.078	F	0.520	12000	G
5 John Tyler Memorial Hwy	James City County	2.03	12000	G	94%	0%	3%	170	2%	0%	Г	0.076	Г	0.529	12000	G
	To: From:		Ironbound R			<u> </u>							_			
5 John Tyler Memorial Hwy	James City County	1.50	14000	G	94%	0%	3%	1%	2%	0%	С	0.086	F	0.517	15000	G
	To: From:		52 Stanley Dr			}										
(₅) John Tyler Memorial Hwy	James City County	0.29	20000	G	94%	0%	3%	1%	2%	0%	F	0.08	F	0.602	21000	G
	To: From:	SR	199, 46-616]										
5 (199)	James City County	0.22	21000	G	92%	0%	1%	4%	2%	0%	С	0.08	F	0.547	22000	G
	To:	WCL	Williamsburg	rg												
5 (199)	City of Williamsburg (Maint: 47)			G	92%	0%	1%	4%	2%	0%	С	0.08	F	0.547	22000	G
	Too	SR	31, SR 199			1										
5 Jamestown Rd	City of Williamsburg			G	98%	0%	2%	0%	0%	0%	С	0.087	F	0.528	11000	G
3	Tec					1										
5 Jamestown Rd	From L City of Williamsburg	137-7073 John 1.50		G G	wy 97%	0%	1%	0%	1%	0%	С	0.086	F	0.512	12000	G
5 Jamestown Rd	City of Williamsburg		75 Boundary	_	91 /0	1	1 /0	0 /6	1 /0	0 /0	C	0.000	'	0.512	12000	G
	From:		nestown Rd													
5 Boundary St	City of Williamsburg	0.07	12000	G	97%	0%	1%	0%	1%	0%	F	0.077	F	0.532	12000	G
$\overline{}$	To:		Francis St													
Francia Ct	From:		oundary St	_	050/	00/	40/	20/	20/	00/	0	0.000	_	0.554	0400	_
5 Francis St	City of Williamsburg	0.09	8500 132 Henry St	G	95%	0% 1	1%	2%	2%	0%	С	0.080	F	0.554	9100	G
	From:		Francis St													
5 (132) Henry St	City of Williamsburg	0.38		G	95%	1%	1%	2%	1%	0%	С	0.090	F	0.580	6700	G
	To:	SR 16	2 Lafayette S	St												
	From:		132 Henry St													
5 Lafayette St	City of Williamsburg			G	96%	1%	2%	1%	0%	0%	F	0.085	F	0.576	14000	G
	To:	Capita	al Landing Ro	d		<u> </u>										

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

Doute	1,	Longth AAD	. ^^	4T:	Dire		Tru	ıck		00	K	OV	Dir	A A)A/DT	0\4/
Route	Jurisdiction	Length AAD		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
5 Lafayette St	City of Williamsburg	Capital Land 0.73 1100		96%	 1%	2%	1%	0%	0%	С	0.086	F	0.611	11000	G
<u> </u>	то-	US 60 Pa			7										
5) (60) Page Street	City of Williamsburg	0.25 2100		97%	1%	2%	0%	0%	0%	С	0.076	F	0.6	22000	G
	To- From:	Second	St		}—										
5 60 Page Street	City of Williamsburg	0.31 2100	0 G	97%	1%	2%	0%	0%	0%	F	0.076	F	0.595	23000	G
	To: From:	US 60 Pa			}—										
5 Capitol Landing Rd	City of Williamsburg	0.62 8600		96%	1%	2%	0%	1%	0%	С	0.089	F	0.606	9100	G
	From	SR 143 Men			1										
	Nelson County	US 250 A 3.72 750	fton	97%	 1%	2%	0%	0%	0%	С	0.098	F	0.513	750	G
6	Tel-			37 70	7	270	0 70	070	0 70	O	0.000		0.515	750	J
6 (151)	Nelson County	SR 151 A 6.22 670 0		88%	1%	3%	1%	6%	0%	С	0.091	F	0.606	6300	G
<u> </u>	To:	SR 151 Marti	ns Store												
6 River Rd	Nelson County	5.79 320 0		84%	1%	3%	1%	10%	0%	С	0.087	F	0.512	3200	G
<u> </u>	To	US 29, Thomas 1		у											
6 29 Thomas Nelson Hwy	Nelson County	US 29 W 3.94 1000		87%	」 1%	2%	1%	9%	0%	F	0.081	F	0.622	9700	G
6 29 Thomas Nelson Hwy	To-	3.94 1000 US 29 E		07 70	7	2 70	170	970	070	г	0.061	Г	0.632	9700	G
	From:	US 29 Thomas N													
6 Irish Rd	Nelson County	3.43 1800		90%	1%	6%	1%	2%	0%	С	0.113	F	0.79	1800	G
	From:	Albemarle Co Nelson Cour													
6 Irish Rd	Albemarle County	7.19 120 0	-	95%	1%	2%	1%	2%	0%	С	0.097	F	0.677	1300	F
	To-	02-627 Port	ers Rd		1—										
6 Irish Rd	Albemarle County	5.68 150 0	F	95%	1%	2%	1%	2%	0%	F	0.095	F	0.593	1500	F
<u> </u>	To:	SR 20 W, Va	-												
6 20 Valley Rd	Albemarle County	SR 20 W; Ir 0.28 6900		95%	1 %	2%	1%	2%	0%	F	0.089	F	0.646	7000	F
0 20 4 5	To	WCL Scott													
6 20 Valley Rd	From: Town of Scottsville (Maint: 02)	0.30 6900		95%	1%	2%	1%	2%	0%	N	0.089	Ν	0.646	7000	N
<u> </u>	To-	SR 20 E			7										
6 Main St	Town of Scottsville (Maint: 02)	0.28 340 0		96%	- 0%	2%	0%	1%	0%	F	0.097	F	0.618	3500	F
<u> </u>	To:	Fluvanna Cou													
Canal St	Town of Scottovilla (Mainte 22)	Albemarle Co	_	96%	J 00/	2%	0%	1%	00/	_	0.000	F	0 E74	2200	C
6 Canal St	Town of Scottsville (Maint: 32)	0.24 210 0		90%	0%	∠%	U%	1%	0%	С	0.092	F	0.571	2200	G
6 West River Rd	Town of Scottsville (Maint: 32)	32-675 Ca 0.08 2100		96%	0%	2%	0%	1%	0%	N	0.092	N	0.571	2200	N
6 West River Rd	. F			<i>3</i> 0 /0	7	∠ /0	U /0	1 /0	U /0	1 N	0.032	IN	0.37 1	2200	IN
6 West River Rd	Fluvanna County	7.98 2100		96%	0%	2%	0%	1%	0%	N	0.092	N	0.571	2200	N
6 West River Rd	To:	32-62		30 /0	7	2 /0	0 /0	1 /0	0 /0	14	0.032	11	0.57 1	2200	IN
	.	32 02			-										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K		Dir		
Jurisdiction	Length		QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۷
Fluvanna County	5 30		G	96%		2%	0%	1%	0%	F	0.09	F	0 554	2400	G
To-					7	270	070	170	070		0.00	•	0.001	2100	
Fluvanna County	2.26	1400	G	96%	0%	2%	0%	1%	0%	F	0.089	F	0.564	1400	G
To From:	US	15 Fork Ur	nion]										
Fluvanna County	1.99	5100	G	90%	1%	3%	1%	6%	0%	F	0.082	F	0.556	5100	G
From:				000/]	00/	40/	40/	00/		0.00	_	0.504	0.100	
Fluvanna County				92%	1% -	2%	1%	4%	0%	F	0.09	F	0.531	2100	(
Town of Columbia (Maint: 32)				92%	1%	2%	1%	4%	0%	N	n na	N	0.531	2100	1
Town of Columbia (Maint. 32)					٦ ' "	2 /0	1 /0	7/0	0 70	14	0.03	IN	0.551	2100	'
From:					40/	00/	40/	407	00/	_	0.000	_	0.000	4700	
Goochland County				92%	1% ¬	2%	1%	4%	0%	C	0.092	F	0.623	1700	F
Goochland County				92%	1%	2%	1%	4%	0%	F	0.095	F	0 707	3600	F
Tool	0.47			0270	٦	270	170	470	070		0.000		0.707	0000	
Goochland County	3.41	5300	F	92%	1%	2%	1%	4%	0%	F	0.096	F	0.778	5400	F
To: From:		W US 522]——										
Goochland County	1.74	7900	F	94%	1%	1%	1%	3%	0%	F	0.085	F	0.571	8000	F
To: From:		E US 522]										
Goochland County	4.95	4700	F	96%	1%	1%	1%	1%	0%	С	0.113	F	0.753	4800	F
Goochland County	5.00		F	06%	0%	1%	2%	10/2	0%	F	0 102	F	0.615	5000	F
Goodinand Godinty	3.90			30 /0	7	1 /0	2 /0	1 /0	0 70	'	0.102	'	0.013	3900	'
Goochland County	4.92		F	96%	0%	1%	2%	1%	0%	С	0.094	F	0.501	8100	F
To:	Heni	rico County			1										
Honrico County			_	06%	00/-	10/	20/-	10/	00/-	_	0.000	_	0.550	20000	(
Tierinico County	1.04			90 /0	7	1 /0	2 /0	1 /0	0 /0	'	0.009	'	0.559	20000	•
Henrico County	0.69		G	96%	0%	1%	2%	1%	0%	С	0.092	F	0.637	25000	(
та-					٦	.,,		.,,	0,0		0.002	•	0.00.		
Henrico County	1.04	21000	G	98%	0%	1%	1%	1%	0%	С	0.091	F	0.586	22000	(
To:		Gayton Rd			1—										
Henrico County	0.52	22000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.522	25000	(
To: From:		Parham Rd]										
Henrico County	0.97	20000	G	97%	0%	1%	1%	1%	0%	С	0.098	F	0.659	23000	(
To: From:]										
Henrico County	0.94	18000	Α	99%	0%	1%	0%	0%	0%	С	0.115	Α	0.611	20000	/
	Fluvanna County Fluvanna County From From From Goochland County From Goochland County Goochland County From Henrico County Henrico County Henrico County Henrico County Henrico County From Henrico County Henrico County Henrico County	Fluvanna County From Fluvanna County Fluvanna County From US Fluvanna County From US Fluvanna County From Goochland County From Goochland County Goochland County From Goochland County Goochland County From Goochland County From Goochland County Henrico County Henrico County Henrico County Henrico County Henrico County To Henrico County 1.04 Henrico County Henrico County Henrico County O.52 From Goochland County Henrico County Henrico County O.52 From Goochland County Indiana Goochl	Fluvanna County 5.30 2400	Fluvanna County From	Fluvanna County	Fluvanna County	Length AADT QA 4 Fire Bus 2 Axis	Fluvanna County	Fluvanna County	Substitution County Substitution Substituti	Fluvanna County	Fluvanna County	Fluvanna County	Length AADT OA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail CT GR Factor GR Factor Factor GR Factor F	Fluvanna County

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 Hillaly a	na miersia	ale Not	1100											
Route	Jurisdiction	l enath	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	OW
reaco	-	Longui	, , , ,	~.	11110		2Axle	3+Axle	1Trail	2Trail	Q.O	Factor	σ.,	Factor	, , , , , ,	Q.,
	From:	W	CL Richmo	nd												
(₆) Patterson Ave	City of Richmond	1.30	15000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.603	17000	G
	To-		Libbie Ave			1										
6 Patterson Ave	From: City of Richmond	1.67	12000	G	97%	1%	1%	0%	0%	0%	С	0.100	F	0.564	14000	G
6 Patterson Ave	City of Richinoria	1.07	12000	G	9170	170	1 70	070	076	U70	C	0.100	Г	0.304	14000	G
	To- From:		Malvern Av	e												
6 Patterson Ave	City of Richmond	0.38	9500	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.615	11000	G
	To-		Thompson S	+												
Konsington Ave	From: City of Richmond	0.71	3000	G	99%		10/	0%	0%	0%	F	0.000	F	0.507	3500	G
6 Kensington Ave	City of Richmond	0.71		G	99%	0% T	1%	0%	0%	U%	Г	0.089	Г	0.587	3500	G
	10.		Boulevard													
	From:	US 50, US	S 522 Par, B	raddock	St											
7 (50) (522) Boscawen St	City of Winchester	0.18	3300	G	89%	1%	2%	5%	3%	0%	С	0.082	F		3600	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	11000	G	89%	1%	2%	5%	3%	0%	F	NA			12000	G
	To:		11 Camero	n St		1										
	From:		Boscawen S	t												
7 (11) (11) (50) Cameror	n St City of Winchester	0.17	12000	G	89%	2%	4%	5%	1%	0%	F	0.086	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route	12000	G								NA			NA	
	To:		Piccadilly St			1										
	From:	US	11 Camero	n St												
7 Piccaddilly St	City of Winchester	0.18	11000	G	96%	1%	1%	1%	1%	1%	С	0.088	F	0.538	12000	G
	To:		East Lane			1										
	From:		Piccadilly St	t												
7 East Lane	City of Winchester	0.02	10000	G	95%	1%	2%	1%	1%	0%	F	0.095	F	0.513	11000	G
	To:		Fairfax Lane			1										
	From:]	Highland Av	e												
7 National Ave	City of Winchester	0.32	13000	G	96%	1%	2%	1%	1%	0%	С	0.085	F	0.604	14000	G
	то.Г	120 521	2 Dl 4 V	/- II D -		7										
Dorna illa Ava	City of Winchester	0.79	3 Pleasant V 17000	G alley Ro	95%	1%	2%	1%	1%	0%	С	0.081	F	0.554	19000	G
7 Berryville Ave	City of Winchester	0.79	17000	G	95%	170	270	170	170	U%	C	0.061	Г	0.554	19000	G
	To- From:		Ross St													
7 Berryville Ave	City of Winchester (Maint: 34)	0.16	30000	G	95%	1%	2%	1%	1%	0%	F	0.1	F	0.603	33000	G
	та	ECL	W:l	. T O1		1										
7 Berryville Pike	From:	3.69	Winchester 25000	G	93%	0%	2%	1%	4%	0%	F	0.070	F	0.624	27000	G
7 Berryville Pike	Frederick County			-	93%	U% 7	270	170	4%	U%	Г	0.079	Г	0.631	27000	G
	From:		rke County l erick County													
	L Clarke County	3.80	23000	A	93%	J 0%	2%	1%	4%	0%	С	0.101	Α	0.679	25000	Α
7	Clarke County	3.60	23000	A	93%	U70	270	1 70	470	U70	C	0.101	А	0.079	23000	A
	To- From:	BUS SR	7 West of E	Berryville												
7	Clarke County	1.45	22000	F	93%	0%	2%	1%	4%	0%	F	0.088	F	0.724	24000	F
	Ta	110 240	North of Be	errazilla												
	From: Clarke County	1.65	20000	F	93%	0%	2%	1%	4%	0%	F	0.098	F	0.926	21000	F
7	Clarke County	1.00	20000	Г	9370	U70	∠ 70	1 70	470	U 70	Г	0.090	Г	0.920	21000	Г
	To: From:	Bus SR	7 East of B	erryville												
7	Clarke County	4.16	21000	F	95%	1%	2%	1%	2%	0%	F	0.102	F	0.834	24000	F
	To:		21-606													
	•															

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 IIIIai y and i		4.7.			Tru	ck			K	0::	Dir	A A11.75=	
Route	Jurisdiction	Length A		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From: Clarke County		1-606 1 000 F	95%	」 1%	2%	1%	2%	0%	F	0.099	F	0.925	23000	F
7	To:		County Line	95 /0	٦ ' ″	2 /0	1 /0	Z /0	0 /0	•	0.099	•	0.923	23000	'
	From:		County Line												
7 Harry Flood Byrd Hwy	Loudoun County	0.89 18	3000 G	95%	1%	2%	1%	2%	0%	F	0.102	F	0.864	20000	G
	To- From:	53-760 No	ear Bluemont		}—										
7 Harry Flood Byrd Hwy	Loudoun County	3.02 2 1	1000 F	95%	1%	2%	1%	2%	0%	С	0.119	В	0.853	21000	F
	Ta: From:	BUS SR 7 W	est of Round H	ill	}										
7 Harry Flood Byrd Hwy	Loudoun County	1.07 1 9	9000 G	95%	1%	2%	1%	2%	0%	F	0.102	F	0.872	21000	G
	To: From:	BUS SR 7 We	est of Purcellvil]—										
7 Harry Flood Byrd Hwy	Loudoun County	2.07 1 9	9000 G	95%	1%	2%	1%	2%	0%	F	0.109	F	0.870	21000	G
	To: From:		urcellville		<u> </u>										
7 Harry Flood Byrd Hwy	Town of Purcellville (Maint: 53)	0.94 19	9000 G	95%	1%	2%	1%	2%	0%	F	NA			21000	G
	To- From:		urcellville		<u> </u>					_					
7 Harry Flood Byrd Hwy	Loudoun County	1.04 1 9	9000 G	95%	1%	2%	1%	2%	0%	F	NA			21000	G
	To- From:		h of Purcellville		<u> </u>										
7 Harry Flood Byrd Hwy	Loudoun County	2.07 2 9	9000 G	95%	1%	2%	1%	2%	0%	F	0.100	F	0.841	32000	G
	To- From:		ilton Station Ro] 					_		_			
7 Harry Flood Byrd Hwy	Loudoun County	2.20 3 0	0000 G	95%	1%	2%	1%	2%	0%	F	0.101	F	0.845	34000	G
	To: From:		R 7 Clarkes Gap]										
7 Harry Flood Byrd Hwy	Loudoun County	2.55 5 1	1000 A	96%	0%	1%	1%	1%	0%	С	0.103	Α	0.809	58000	Α
	To: From:		WCL Leesburg		<u> </u>										
7 Market St West	Town of Leesburg (Maint: 53)	1.85 40	0000 G	95%	0%	1%	2%	2%	0%	С	0.090	F	0.783	44000	G
	To- From:		5 King St		}										
7 (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	1.60 4 8	3000 G	92%	1%	3%	1%	2%	0%	С	0.091	F	0.531	52000	G
	To- From:	US 15, BUS	SR 7 Market S]										
(7) Market St East	Town of Leesburg (Maint: 53)	1.83 5 4	1000 G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.634	59000	G
	To: From:	ECL 1	Leesburg]										
(7) Harry Flood Byrd Hwy	Loudoun County	2.41 5 8	3000 G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.630	63000	G
	To: From:		Ashburn Rd]—										
(7) Harry Flood Byrd Hwy	Loudoun County	2.96 6 1	1000 G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.594	66000	G
	To: From:	SR 28	Sully Rd]										
(7) Harry Flood Byrd Hwy	Loudoun County		0000 G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.545	75000	G
	To: From:		County Line County Line		1										
7 Leesburg Pike	Fairfax County		9000 G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.646	64000	G
()	Tel				٦	. , •	- / 0	- / 0	- / 0				2.3.0	000	-
7 Leesburg Pike	Fairfax County		orgetown Pike	98%	1%	1%	0%	0%	0%	F	0.078	F	0.597	58000	G
7 Leesburg Pike	To:		R 267	90 /0	7 '/0	1 /0	U /0	U /0	U /0	'	0.076	'	0.587	30000	G
		51	,		-										

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Posts	li interattan	1	AADT		4.T:	D		Tru	ck		-00	K	014	Dir	A A)A/DT	0144
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
L cook was Dife.	From:	4.45	SR 267		000/		40/	00/	00/	00/	_	0.074	_	0.500	77000	0
7 Leesburg Pike	Fairfax County	1.15	72000	G	98%	1%	1%	0%	0%	0%	F	0.071	F	0.529	77000	G
	From:		23 Tysons C		2221		401	201	201	201						
7 Leesburg Pike	Fairfax County	0.91	65000	В	98%	1%	1%	0%	0%	0%	С	0.077	Α	0.52	70000	В
7 Leesburg Pike	Fairfax County	1.95	I-495 44000	G	98%	1%	1%	0%	0%	0%	F	0.073	F	0.526	48000	G
7 Leesburg Pike	Famax County				90%	170	1 70	U 70	070	070	Г	0.073	Г	0.320	46000	G
7 Broad St	City of Falls Church	0.38	L Falls Chu 32000	ırch G	95%	1%	1%	1%	2%	0%	С	0.078	F	0.521	34000	G
) Broad St	only of 1 and ornaron					٦ //٥	170	170	270	070	Ü	0.070	•	0.021	04000	Ü
7 Broad St	City of Falls Church	0.93	0-6749 West	G	94%	0%	1%	3%	1%	0%	С	0.077	F	0.505	28000	G
7 Broad St	City of Fails Church				94 /0	7	1 /0	3 /0	1 /0	0 /6	C	0.077	'	0.303	20000	G
Drand Ct	City of Falls Claurals		9 Washingt		000/	40/	40/	00/	00/	00/		0.077		0.540	24000	
7 Broad St	City of Falls Church	0.34	23000	G	98%	1% -	1%	0%	0%	0%	F	0.077	F	0.516	24000	G
	To- From:		-6799 Cherr	-	2221	40/	40/	201	201				_			
7 Broad St	City of Falls Church	0.53	23000	G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.507	25000	G
	To- From:		L Falls Chu													
7 Leesburg Pike	Fairfax County	0.23	23000	G	98%	1%	1%	0%	0%	0%	F	0.070	F	0.547	25000	G
	To- From-		0 Arlington]										
7 Leesburg Pike	Fairfax County	0.50	44000	G	98%	1%	1%	0%	0%	0%	F	0.071	F	0.517	47000	G
	To- From:		2327 Henry			<u> </u>							_			
7 Leesburg Pike	Fairfax County	1.57	42000	G	97%	1%	1%	0%	1%	0%	С	0.073	F	0.53	46000	G
	To- From:	SR 244 I	Baileys Cro]										
7 Leesburg Pike	Fairfax County	0.69	46000	G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.559	49000	G
	To- From:	29-2	503 Jefferso	on St												
7 Leesburg Pike	Fairfax County	0.46	47000	G	98%	1%	1%	0%	0%	0%	F	0.076	F	0.517	51000	G
	To- From:	W	CL Alexand	Iria		}—										
7 King St	City of Alexandria	1.09	46000	F	95%	0%	1%	3%	1%	0%	С	0.073	F	0.554	49000	F
$\overline{}$	To-		I-395			1—										
7 King St	City of Alexandria	0.65	19000	G	96%	0%	1%	1%	1%	0%	С	0.081	F	0.568	21000	G
$\overline{}$	Too	F	Braddock Ro	d		1										
7 King St	City of Alexandria	1.91	15000	F	97%	0%	0%	0%	2%	0%	С	0.09	F	0.58	16000	F
	To		Russell Rd			1										
7 King St	City of Alexandria	0.38	17000	F	98%	」 1%	1%	0%	0%	0%	F	0.082	F	0.531	19000	F
1 mily St	Tree Tree	0.00			0070	۰,,۰	170	0,0	070	070	·	0.002	•	0.001	10000	•
7 King St	City of Alexandria	0.48	West St 7800	F	87%	2%	2%	6%	3%	0%	С	0.078	F	0.548	8400	F
7 King St	To:		Vashington S		01 /0	7	∠ /0	U /0	J /0	U /0	O	0.070	'	0.540	0+00	'
	From:		50 Boscawe													
7 (52) (11) (50) Braddock St	City of Winchester	0.17	NA	лі Эі		J						NA			NA	
7 522 11 50 Braddock St	mbined Traffic Estimates for Parallel Roadways or		NA									NA			NA	
	To:		Piccadilly St	t		1										
	•															

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
	From		Braddock St			1	2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
(7) (50) (522) Piccadilly St	City of Winchester	0.18	7300	G	89%	1%	2%	5%	3%	0%	F	0.086	F		7900	G
	Combined Traffic Estimates for 2 Parallel Roadway		11000	G	89%	1%	2%	5%	3%	0%	F	NA			12000	G
Rue	From:	•	West of Berr			1										
Bus 7	Clarke County	0.80	6900	F	96%	1%	1%	1%	2%	0%	С	0.089	F	0.511	7100	F
		WCL Berryville														
Bus 7	Town of Berryville (Maint: 21)	0.86	6900	N	96%	1%	1%	1%	2%	0%	Ν	0.089	Ν	0.511	7100	Ν
	To- From:	US	340 Berryvi	ille]—										
Bus 7	Town of Berryville (Maint: 21)	1.12	4000	F	96%	0%	1%	1%	1%	0%	С	0.101	F	0.526	4100	F
Bus	To- From:	Е	CL Berryvill	le]—										
7	Clarke County	0.27	4000	N	96%	0%	1%	1%	1%	0%	Ν	0.101	Ν	0.526	4100	Ν
	To:		East of Berr			<u> </u>										
Bus 7 Market St	Loudoun County	0.09	West of Lee	sburg G	96%	□ 0%	2%	1%	0%	0%	С	0.099	F	0.731	15000	G
\smile	To		/CL Leesbur			1							-			
Bus 7 Market St	Town of Leesburg	0.12	14000	G	96%	0%	2%	1%	0%	0%	С	0.099	F	0.731	15000	G
Bus	To: From:		Fairview St			}—										
7 Market St	Town of Leesburg	0.25	12000	G	99%	0%	1%	0%	0%	0%	С	0.100	F	0.728	13000	G
Bus	To: From:	253-4	4206 Loudou	ın St		}—										
7 Market St	Town of Leesburg	0.27	8400	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.742	9100	G
Bus		25	3-4205 Ayr	St]—										
7 Market St	Town of Leesburg	0.36	9300	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.713	10000	G
Bus			Bus US 15]										
7 Market St	Town of Leesburg	0.09	12000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.503	13000	G
Bus	To- From:		Church St]—										
7 Market St	Town of Leesburg	0.23	10000	G	99%	0%	1%	0%	0%	0%	С	0.081	F	0.523	11000	G
Bus	To- From:	253-4	4206 Loudou	ın St]—										
7 Market St	Town of Leesburg	0.27	20000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	22000	G
Bus	To: From:	253-42	200 Catoctin	Circle		}—										
7 Market St	Town of Leesburg	0.71	32000 JS 15; SR 7	G	99%	0% 1	1%	0%	0%	0%	F	0.088	F	0.573	35000	G
Bus	From:	-	Vest Of Rou			i i										
7 Loudoun Street West	Loudoun County	0.31	1800	G	91%		4%	2%	1%	0%	F	0.084	F	0.588	1800	G
	10.	W	CL Round H	Ш												

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

Route							Truc			ruck		K	011	Dir		
	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus 7 Loudoun Street	From:	0.57	CL Round H 1800	ill N	91%	2 %	4%	2%	1%	0%	N	0.084	N	0.588	1800	N
7) Educati Street	Town of Round Fill (Maint: 33)		CL Round Hi		3170	Z/0 Z	770	270	170	0 70	11	0.004	14	0.500	1000	
Bus 7 Loudoun Street East	From:	0.24	1800	N	91%	ا 2%	4%	2%	1%	0%	N	0.084	N	0.588	1800	N
7 Loudoun Street East	Loudoun County	SR 7 Between 1				∠70 7	470	270	170	070	IN	0.004	IN	0.300	1000	IN
Bus	From:					-00/	40/	00/	40/	00/	_	0.000	_	0.004	0.400	
7	Loudoun County	1.59	8400	G	91%	2%	4%	2%	1%	0%	С	0.088	F	0.661	8400	G
Bus	From:		CL Purcellvi													
7 Main Street	Town of Purcellville (Maint: 53)	2.11	8400	N	91%	2%	4%	2%	1%	0%	N	0.088	N	0.661	8400	N
Bus	To: From:		CL Purcellvil			<u> </u>										
7	Loudoun County	0.02	8400	N	91%	2%	4%	2%	1%	0%	N	0.088	N	0.661	8400	N
Bus	To: From:		SR 287													
7 Colonial Highway	Loudoun County	1.07	7000	G	91%	2%	4%	2%	1%	0%	F	0.105	F	0.670	7100	G
Bus	To: From:	W	CL Hamilto	n		}—										
7 West Colonial Hwy	Town of Hamilton (Maint: 53)	0.96	7000	N	91%	2%	4%	2%	1%	0%	Ν	0.105	Ν	0.670	7100	N
Bus	To: From:	Е	CL Hamilton	n		}—										
7 Colonial Highway	Loudoun County	2.41	7000	N	91%	2%	4%	2%	1%	0%	Ν	0.105	Ν	0.670	7100	N
	Tor		SR 9 Clarkes			<u> </u>										
	Patrick County	North (5.08	Carolina State 1800	e Line G	90%	J 0%	4%	1%	5%	0%	С	0.079	F	0.599	1800	G
8	To:		3 South Of S			<u> </u>	.,,	.,,	0,0	0,70		0.0.0		0.000		
8	Patrick County	3.42	4600	G	90%	0%	4%	1%	5%	0%	F	0.087	F	0.62	4700	G
	To- From:		SCL Stuart													
8	Town of Stuart (Maint: 70)	0.75	4600	N	90%	0%	4%	1%	5%	0%	Ν	0.087	Ν	0.62	4700	N
	From:		US 58 Stuar			}										
8 (58)	Town of Stuart (Maint: 70)	0.88	5000	N	88%	1%	5%	1%	6%	0%	N	0.090	N	0.579	5100	N
	From		WCL Stuart	_	000/]	5 0/	40/	00/	00/		0.000		0.570	F400	
8 (58)	Patrick County	2.67	5000	G	88%	1%	5%	1%	6%	0%	С	0.090	F	0.579	5100	G
	Patrick County	3.89	US 58 Stuar 2900	rt G	88%	1%	3%	2%	5%	0%	F	0.089	F	0.529	3000	G
8	Tec	0.00	SR 57		0070	/ · ·	070	270	070	070	•	0.000		0.020	0000	
8	Patrick County	6.22	2400	G	88%	1%	3%	2%	5%	0%	С	0.084	F	0.535	2400	G
	To: From:	SR	40 Woolwii			}										
8	Patrick County	6.14	1000	G	88%	1%	3%	2%	5%	0%	F	0.094	F	0.516	1000	G
	Io: From:		yd County Li ick County L													
8	Floyd County	0.34	1000	G	88%	1%	3%	2%	5%	0%	F	0.096	F	0.658	1000	G
	To:	Blue	Ridge Park	way												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Pouto								Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	QW
	From:	Blu	e Ridge Parl	kway		Ī		- 7 7 2 2 2								
8	Floyd County	5.69	1700	G	88%	1%	3%	2%	5%	0%	F	0.087	F	0.602	1700	G
	To-		SCL Floyd			7										
8	Town of Floyd (Maint: 31)	0.27			88%	1%	3%	2%	5%	0%	N	0.087	N	0.602	1700	N
	Ta					7										
	Town of Floyd (Maint: 31)	0.30		G	93%	0%	3%	1%	3%	0%	F	0.083	F	0 543	6000	G
8	rown or rioya (waint: or)	0.00			0070	7	070	170	070	0 70	•	0.000	•	0.040	0000	J
	Floyd County	4.07			020/	00/	20/	10/	20/	00/	NI	0.000	NI	0.542	6000	N
8	Floyd County	4.07		N	93%	U% _	3%	170	3%	0%	IN	0.063	IN	0.543	6000	N
	To- From:	Section Factor Factor														
8	Floyd County				93%	- 0%	3%	1%	3%	0%	С	0.091	F	0.624	4300	G
	From:			_												
8	Montgomery County				93%	0%	3%	1%	3%	0%	F	0.096	F	0.712	7000	G
	To To					7										
	Montgomery County				03%	0%	3%	1%	30/2	0%	F	0.007	F	0.665	0300	G
8	Workgomery County				90 /0	7	370	1 /0	370	0 70	•	0.031	'	0.005	9300	O
	From:				0.50/		00/	40/	40/	00/	_	0.004	_	0.504	45000	
8	Town of Christiansburg (Maint: 60)	0.22	14000	G	95%	U% _	3%	1%	1%	0%	F	0.091	F	0.591	15000	G
	To- From:					}—										
(8) W Main St	Town of Christiansburg	0.77			95%	0%	3%	1%	1%	0%	С	0.092	F	0.592	14000	G
<u> </u>	To:		Radford St													
	From:															
9 Charles Town Pike	Loudoun County	3.10	11000	G	95%	0%	3%	0%	1%	0%	F	0.102	F	0.942	11000	G
	To- From:	53-67	1 Harpers Fe	erry Rd		}—										
(g) Charles Town Pike	Loudoun County	1.80	15000	G	95%	0%	3%	0%	1%	0%	F	0.098	F	0.844	15000	G
	To- From:	V	VCL Hillsbo	oro		1										
9 Charles Town Pike	Town of Hillsboro (Maint: 53)	0.41	15000	N	95%	0%	3%	0%	1%	0%	Ν	0.098	Ν	0.844	15000	Ν
	To-	ī	CL Hillsho	ro		1										
9 Charles Town Pike	From: Loudoun County				95%	0%	3%	0%	1%	0%	Ν	0.098	Ν	0.844	15000	Ν
	Ta															
Q Charles Town Pike	From: Loudoun County				05%	0%	3%	0%	1%	0%		0.007	F	n 037	14000	G
g Charles Town Pike	Educatin County				9570	- 0 / 0	370	0 70	1 /0	0 70	C	0.031	'	0.931	14000	O
	To- From:				050/		00/	00/	40/	00/	_	0.000	_	0.004	10000	
9 Charles Town Pike	Loudoun County	3.10	18000	G	95%	0%	3%	0%	1%	0%	F	0.093	F	0.821	18000	G
	To- From:															
9 Charles Town Pike	Loudoun County				95%	0%	3%	0%	1%	0%	F	0.094	F	0.816	18000	G
	Tn	SF	R 7 Clarkes C	Gap											1700 6000 6000 4300 7000 9300 15000 14000 15000 15000 15000 14000	
	From:		JS 360 Hull													
(10) Broad Rock Rd	City of Richmond	0.81	8400	G	95%	1%	2%	0%	0%	0%	С	0.089	F	0.693	8900	G
	То:		N Belt Blvc	d												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and interstate Rou	100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	N Belt Blvd		j										
10 161 Broad Rock Blvd	City of Richmond	0.43 19000 G	95%	1%	2%	0%	0%	0%	F	0.084	F	0.742	20000	G
10 Broad Rock Blvd	City of Richmond	S Belt Blvd 2.10 21000 G	97%	1%	2%	0%	0%	0%	С	0.09	F	0.643	22000	G
Broad Rock Blvd	City of Richmond		91%	1% 7	2%	U%	U%	0%	C	0.09	Г	0.043	22000	G
10 Iron Bridge Rd	City of Richmond	W. Belmont Rd 0.56 12000 G	97%	1%	2%	0%	0%	0%	F	0.087	F	0.617	12000	G
	To	SCL Richmond		—										
10 Iron Bridge Rd	Chesterfield County	0.60 11000 F	97%	1%	2%	0%	0%	0%	F	0.088	F	0.583	12000	F
	To- From:	SR 150 Chippenham Pkwy]										
(10) Iron Bridge Rd	Chesterfield County	1.21 31000 F	96%	0%	1%	1%	1%	0%	F	0.093	F	0.632	34000	F
	To- From:	20-638 Cogbill Rd]										
10 Iron Bridge Rd	Chesterfield County	3.19 26000 F	96%	0%	1%	1%	1%	0%	F	0.093	F	0.593	28000	F
10 Iron Bridge Rd	Chesterfield County	SR 288 1.47 34000 F	96%	0%	1%	1%	1%	0%	С	0.09	F	0.550	37000	F
10 Iron Bridge Rd	Chesterned County		30 /0	7	1 /0	1 /0	1 /0	0 70	C	0.03	'	0.550	37000	'
10 Iron Bridge Rd	Chesterfield County	20-655 Beach Rd 4.03 24000 F	96%	0%	1%	1%	1%	0%	F	0.088	F	0.539	26000	F
(10)	To:	20-749		-										
10 Iron Bridge Rd	Chesterfield County	0.67 20000 F	96%	0%	1%	1%	1%	0%	F	0.086	F	0.501	22000	F
	To- From:	SR 144 W, Harrowgate Rd]										
(10) (144) Hundred Rd	Chesterfield County	0.25 27000 F	96%	1%	1%	1%	1%	0%	F	0.086	F	0.565	30000	F
	From:	SR 144 E, Chester Rd]										
(10) Hundred Rd	Chesterfield County	1.68 28000 F	96%	1%	1%	1%	1%	0%	С	0.092	F	0.551	31000	F
West Hundred Dd	Chapterfield County	US 1, US 301 Jefferson Davis Hy		40/	40/	40/	40/	00/	F	0.000	F	0.504	44000	F
(10) West Hundred Rd	Chesterfield County	0.44 37000 F	96%	1%	1%	1%	1%	0%	г	0.083	г	0.564	41000	F
(10) West Hundred Rd	Chesterfield County	I-95 2.47 38000 F	94%	0%	2%	1%	3%	0%	F	0.087	F	0.509	43000	F
(10)	To	20-618 Old Bermuda Hundred R		¬—		.,,			-					
10 Hundred Rd East	Chesterfield County	1.46 36000 F	94%	0%	2%	1%	3%	0%	F	0.086	F	0.519	40000	F
	Ta-	I-295		1—										
10 Hundred Rd East	Chesterfield County	0.90 26000 F	94%	0%	2%	1%	3%	0%	С	0.106	В	0.559	26000	F
	To- From:	20-746 Enon Church Rd]										
10 Hundred Rd East	Chesterfield County	2.07 19000 F	92%	0%	2%	1%	4%	0%	С	0.089	F	0.522	21000	F
	From:	Prince George County Line Chesterfield County Line												
(10)	Prince George County	0.42 18000 G	94%	0%	2%	1%	3%	0%	F	0.089	Ν	0.522	20000	G
	To- From:	WCL Hopewell]										
(10) Randolph Rd	City of Hopewell	0.12 18000 G	94%	0%	2%	1%	3%	0%	F	0.081	F	0.509	20000	G
\sim	To:	North 6th Ave												

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
10 Randolph Rd	City of Hopewell		orth 6th Av 11000	G G	94%	0%	2%	1%	3%	0%	F	0.087	F	0.556	12000	G
	To		Main St			1—										
10 Randolph Rd	City of Hopewell		11000	G	94%	0%	2%	1%	3%	0%	F	0.082	F	0.605	12000	G
(10) (156) Randolph Rd	City of Hopewell	Winsto 1.26	on Churchi 9500	ill Dr G	94%	0%	2%	1%	3%	0%	F	0.085	F	0.628	11000	G
	Tax	EC	L Hopewe	-11		1										
(10) (156)	Prince George County	1.17	9600	G	94%	0%	2%	1%	3%	0%	F	0.094	F	0.650	11000	G
	To: From:	V	W SR 156			}—										
(10) (106) (156)	Prince George County		11000	G	93%	1%	1%	1%	4%	0%	С	0.091	F	0.594	11000	G
(10)	Prince George County	2.71	E SR 156 5100	G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.557	5100	G
10	1 mice George County	2.7 1	74-641		9570	1 <i>7</i> 0	1 70	1 70	470	0 70	'	0.093	'	0.557	3100	
10	Prince George County	2.07	3600	G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.543	3600	G
	To- From:		09 Garysvi]										
10	Prince George County	5.93	2900	G	90%	1%	1%	1%	7%	0%	С	0.092	F	0.51	2900	G
10	Prince George County	2.00	74-1201 2400	G	90%	1%	1%	1%	7%	0%	F	0.096	F	0.600	2400	G
	To:		County L													
10 Colonial Trail	Surry County	5.45	eorge Cour 1500	nty Line F	90%	1%	1%	1%	7%	0%	F	0.082	F	0.578	1600	F
	Tax	SR 40	Spring Gr	rove		1										
10	Surry County	7.90	2200	Α	93%	1%	1%	1%	4%	0%	С	0.116	Α	0.541	2200	Α
<u>~</u>	To: From:		S SR 31			}—										
(10) (31) Colonial Trail	Surry County	0.47	4800	F	95%	1%	3%	1%	1%	0%	С	0.086	F	0.567	4900	F
10 (31) Colonial Trail	Town of Surry (Maint: 90)	0.57	4800	N	95%	1%	3%	1%	1%	0%	N	0.086	N	0.567	4900	N
	To:		N SR 31			1										
10 Colonial Trail	Town of Surry (Maint: 90)	0.72	5000	F	93%	1%	1%	1%	4%	0%	F	0.085	F	0.543	5100	F
	To: From:		ECL Surry			}—										
10 Colonial Trail	Surry County	6.02	5000	N	93%	1%	1%	1%	4%	0%	N	0.085	N	0.543	5100	N
10 Colonial Trail	Surry County	90-617 3.14	Bacons C 3600	astle F	93%	1%	1%	1%	4%	0%	F	0.086	F	0.542	3700	F
10) 35.6.11.6.1	To:		ight Coun		3370]	. 70	. 70	. 70	3 /0	•	0.000	•	0.012	0,00	•
	From:		County L			J								_		
10)	Isle of Wight County	4.12	7100	G	93%	1% ¬	1%	1%	4%	0%	F	0.095	F	0.555	7100	G
(10)	Isle of Wight County	Bus SR 10 2.96	West Of S 6800	mithfiel G	d 94%	1%	2%	1%	3%	0%	С	0.099	F	0.549	6800	G
10	To:		L Smithfie		J+ /0		2/0	1 /0	370	0 /0		0.000	'	0.040		

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

Pouto	Jurisdiction	Length A	ADT OA	4Tiro	Puo		Tru	ıck		QC	K	OK	Dir	AAWDT	. ОМ
Route	JUNSUICTION			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
10	Town of Smithfield (Maint: 46)		mithfield 0000 G	94%	」 1%	2%	1%	3%	0%	F	0.086	F	0.581	10000	G
	To	US 258 Sout	h Of Smithfield	d	7										
10 (258)	Town of Smithfield (Maint: 46)	2.30 16	6000 G	92%	1%	3%	1%	3%	0%	С	0.092	F	0.509	16000	G
	To- From:		ast Of Smithfiel]—										
10 (258)	Town of Smithfield (Maint: 46)		7000 G	91%	1%	3%	3%	3%	0%	F	0.088	F	0.508	28000	G
10)(258)	Town of Smithfield (Maint: 46)		mithfield 5000 G	91%	1%	3%	3%	3%	0%	F	0.087	F	0.546	25000	G
10/236	To-		nithfield	0.70		0,0	0,0	0,0	0,0		0.00.	•	0.0.0		
10)(258)	Isle of Wight County		5000 N	91%	1%	3%	3%	3%	0%	N	0.087	N	0.546	25000	N
	To- From:	S US 258, SR	32 Benns Chur	rch	1										
(10) (32)	Isle of Wight County		1000 G	92%	1%	3%	1%	4%	0%	С	0.09	F	0.642	11000	G
	To: From:		Suffolk ht County Line												
10 32	City of Suffolk (Maint: 61)		900 G	91%	1%	3%	1%	4%	0%	F	0.085	F	0.56	11000	G
	To. From:	SR 125 (Chuckatuck		1—										
10 32 Godwin Blvd	City of Suffolk (Maint: 61)	7.04 10	0000 G	91%	1%	3%	1%	4%	0%	С	0.087	F	0.545	11000	G
	To- From:		ffolk Bypass]										
10 (32) Godwin Blvd	City of Suffolk (Maint: 61)		8000 G Blvd US 460	91%	_ 1% ¬	3%	1%	4%	0%	F	0.086	F	0.511	19000	G
Bus	From:		Elephant Fork	[1										
(10) (460) (32)	City of Suffolk (Maint: 61)		3000 A	97%	0%	2%	0%	1%	0%	С	0.099	Α	0.526	29000	Α
$\circ \circ \circ$	To:		0, Bus US 58		-										
10) (32) (460) Main St	City of Suffolk		US 460 1 000 G	97%	0 %	2%	0%	0%	0%	F	0.084	F	0.519	34000	G
(10) (32) (460) (Main St	To:		US 58	01 70	7	270	070	070	070	•	0.004	•	0.010	01000	Ü
Bus	From:		, Bus US 460												
(10) (32) (13) Main St	City of Suffolk		2000 G	97%	0%	2%	0%	0%	0%	С	0.084	F	0.548	24000	G
<u> </u>	To:		ashington St												
Bus Bus	From:		R 10	070/		00/	00/	40/	00/	_	0.00	_	0.504	10000	_
10 258 South Church Street	Town of Smithfield (Maint: 46)		6000 G	97%	0%	2%	0%	1%	0%	F	0.09	F	0.534	16000	G
Bus Bus	To- From:	Batter	y Park Rd		_										
10 (258) South Church Street	Town of Smithfield (Maint: 46)	0.79 1 4	1000 G	97%	0%	2%	0%	1%	0%	С	0.087	F	0.563	14000	G
Bus Bus	To- From:	Red l	Point Dr		}—										
10) 258 Main Street	Town of Smithfield (Maint: 46)	0.79 15	5000 G	97%	0%	2%	0%	1%	0%	F	0.092	F	0.568	15000	G
	To:		8 Smithfield												
Bus North Church St	Town of Smithfield (Maint: 40)		258 Main St	070/		10/	00/	00/	00/	0	0.000	_	0.617	11000	0
10) North Church St	Town of Smithfield (Maint: 46)		1000 G	97%	0%	1%	0%	0%	0%	С	0.098	F	0.617	11000	G
Bus	To: From:	Berry	Hill Rd		\vdash										
10 North Church St	Town of Smithfield (Maint: 46)	0.43 5	100 G	96%	1%	1%	2%	0%	0%	С	0.097	F	0.527	5100	G
	To:	NCL S	Smithfield												

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	1				4	_		Tru	ıck			K	014	Dir	4 4 1 4 / D.T.	0)4/
Route	Jurisdiction	Length A			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus 10	Isle of Wight County		Smithfield 4700	G	96%] 1%	2%	0%	1%	0%	F	0.096	F	0.550	4700	G
Bus	To- From:		46-674			—										
10	Isle of Wight County		est of Smith	G field	96%	1%]	2%	0%	1%	0%	С	0.101	F	0.549	2000	G
	From:	<u> </u>	State St													
11 (421) Euclid Ave	City of Bristol			G	98%	0%	0%	0%	1%	0%	С	0.085	F	0.525	16000	G
(11) (421) Euclid Ave	City of Bristol		Vance St 18000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.562	19000	G
~~~	To- From:		Morrison Blv			}——										
11 421 Euclid Ave	City of Bristol		20000 nonwealth Av	G	98%	0% 1	1%	0%	0%	0%	F	0.085	F	0.601	21000	G
11 19 Euclid Ave	City of Bristol			G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.525	11000	G
	To: From:		dmont Ave			<del>                                     </del>										
(11) (19) Euclid Ave	City of Bristol		7900 Moore St	G	98%	0% 1	1%	0%	0%	0%	С	0.094	F	0.523	8400	G
11 (19) Lee Hwy	City of Bristol	0.48	17000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.564	18000	G
11 (19) Lee Hwy	City of Bristol		7alley Dr <b>15000</b>	G	98%	0%	0%	0%	1%	0%	С	NA			15000	G
	To:		verhill Rd													
(11) (19) Lee Hwy	City of Bristol		19000	G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.58	20000	G
~ ~ ~ · · · ·	To- From:		onham Rd			<del>                                     </del>					_					
(11) (19) Lee Hwy	City of Bristol	0.51	18000	G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.582	19000	G
11 19 Lee Hwy	City of Bristol		Airport Rd 12000	G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.529	13000	G
	To	NO	CL Bristol			<b>—</b>										
11) (19)	Washington County			Α	97%	0%	1%	0%	1%	0%	С	0.112	Α	0.601	9200	Α
(11) (19)	Washington County		9700	ark Rd <b>N</b>	95%	1%	1%	2%	2%	0%	N	0.087	N	0.557	10000	N
<u> </u>	To. From:		95-869			}										
11 (19)	Washington County			G	95%	1%	1%	2%	2%	0%	С	0.087	F	0.557	10000	G
(11) (19)	Washington County		11 Diver Rd <b>8700</b>	G	96%	0%	2%	1%	1%	0%	С	0.084	F	0.516	8800	G
<u>~</u> ~	To- From:	WCI	L Abingdon			<b> </b>										
11 (19) Main St	Town of Abingdon			G	97%	0%	1%	1%	2%	0%	С	0.094	F	0.52	10000	G
11 19 Main St	Town of Abingdon		Jonesboro R <b>24000</b>	Rd <b>G</b>	95%	1%	2%	0%	2%	0%	F	0.087	F	0.527	26000	G
	To:	Co	olonial Rd													

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
11 (19) Main St	Town of Abingdon	0.47	Colonial Rd 23000	G	95%	1% -	2%	0%	2%	0%	F	0.088	F	0.512	25000	G
11 Main St	Town of Abingdon	0.47	US 19 <b>15000</b>	G	95%	1%	2%	0%	2%	0%	F	0.086	F	0.503	16000	G
11) Main St	Town of Abingdon	0.35	Palmer St <b>11000</b>	G	95%	1%	2%	0%	2%	0%	С	0.080	F	0.52	12000	G
ALT (58) Main St	Town of Abingdon	US AI 0.24	LT 58, Russ 12000	G G	95%	1%	2%	0%	2%	0%	F	0.084	F	0.600	12000	G
(11) Main St	Town of Abingdon	US Alt 58, 0.66	SR 75, Cur	mmings	92%	0%	2%	2%	3%	1%	F	0.083	F	0.511	11000	G
(11) Main St	Town of Abingdon	0.93	Tanner St <b>11000</b>	G	92%	0%	2%	2%	3%	1%	F	0.083	F	0.595	12000	G
11) Main St	Town of Abingdon	0.13	Radio Dr <b>14000</b>	G	92%	0%	2%	2%	3%	1%	F	0.107	F	0.505	15000	G
11) Main St	Town of Abingdon	0.74	Hillman Hwy 12000	G	92%	0%	2%	2%	3%	1%	С	0.083	F	0.657	13000	G
11)	Washington County	0.20	CL Abingdo 17000	G	92%	0%	2%	2%	3%	1%	F	0.076	F	0.520	17000	G
11 58	Washington County	0.30	I-81, US 58 <b>NA</b>			] <del></del>						NA			NA	
11)	Washington County	US 58 2.58	East of Abir 4400	ngdon <b>G</b>	96%	0%	2%	1%	1%	0%	F	0.085	F	0.540	4500	G
(11)       (11)	Washington County	2.09	95-704 <b>4100</b>	G	96%	0%	2%	1%	1%	0%	F	0.091	F	0.596	4100	G
(11)	Washington County	4.46	80 Cedarvil 2900 SR 91	lle <b>G</b>	96%	0%	2%	1%	1%	0%	С	0.088	F	0.571	2900	G
11)	Washington County	SR 91 So 2.81	outh of Glad	e Spring <b>G</b>	96%	0%	2%	1%	1%	0%	F	0.100	F	0.541	1300	G
(11)	Washington County	2.21	Vest of Chill 2600	G	96%	0%	2%	1%	1%	0%	F	0.111	F	0.537	2600	G
(11)	Smyth County		th County Lagton County 2700		96%	1%	1%	1%	1%	0%	F	0.109	F	0.631	2700	G
<u></u>	Town of Chilhowie (Maint: 86)	1.13	CL Chilhow 2700	/ie N	96%	1%	1%	1%	1%	0%	N	0.109	N	0.631	2700	N
<u></u>	Town of Chilhowie (Maint: 86)	SR 1.51	107 Chilhov <b>7200</b>	wie <b>G</b>	96%	1%	1%	1%	1%	0%	С	0.115	F	0.646	7300	G

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		- Timilary C	ina interst	<u> </u>				Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	F	CL Chilhov	vie												
11)	Smyth County	2.80	7200	N	96%	1%	1%	1%	1%	0%	Ν	0.115	Ν	0.646	7300	Ν
	Ta- From:		86-645			]										
11)	Smyth County	4.32	3200	G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.541	3300	G
	Ta- From:		FR 7			]										
(11)	Smyth County	0.66	11000	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.643	11000	G
~~~	To- From:		WCL Mario			]										
(11) S Main St	Town of Marion	0.52	9700	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.615	10000	G
~	To- From:		Greenway A]										
(11) S Main St	Town of Marion	0.40	9800	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.604	10000	G
<u> </u>	To: From:		Anderson S													
(11) Main St	Town of Marion	0.41	10000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.511	11000	G
~ ~ ~ ·	To- From:	4.40	SR 16		0=0/]	40/	40/	10/	201			_	0 =04		
11 16 Main St	Town of Marion	1.19	19000	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.501	20000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		16 Commer		0=0/		40/	40/	40/						10000	
11 E Main St	Town of Marion	0.20	18000 N Main St	G	97%	0% ¬	1%	1%	1%	0%	F	0.082	F	0.523	19000	G
	From		Pendleton S													
11 Main St	Town of Marion	0.04	22000	G	96%	1%	2%	0%	1%	0%	F	0.088	F	0.538	24000	G
	To- From:		Staley St			<b>—</b>										
11 Main St	Town of Marion	0.13	18000	G	96%	1%	2%	0%	1%	0%	F	0.084	F	0.502	19000	G
	To- From:		Park St			]										
[11]	Town of Marion	0.07	14000	G	96%	1%	2%	0%	1%	0%	F	0.089	F	0.583	15000	G
	Ta- From:		Keller St			]										
(11) N Main St	Town of Marion	0.41	11000	G	96%	1%	2%	0%	1%	0%	С	0.098	F	0.51	12000	G
<del></del>	To- From:		ECL Mario	n		]										
(11) Lee Highway	Smyth County	3.18	6900	G	96%	0%	2%	0%	1%	0%	F	0.111	F	0.64	7000	G
<del></del>	Ta- From:		86-622 Atkii													
(11) Lee Highway	Smyth County	3.97	3900	G	96%	0%	2%	0%	1%	0%	F	0.094	F	0.543	3900	G
	To: From:		86-683			]										
11 Lee Highway	Smyth County	2.65	2900	G	96%	0%	2%	0%	1%	0%	С	0.090	F	0.634	3000	G
	From:		the County													
11)	Wythe County	3.07	2200	F	97%	1%	1%	1%	1%	0%	F	0.1	F	0.519	2200	F
	Ta		SR 90			<del>—</del>										
11)	Wythe County	5.73	2600	F	97%	1%	1%	1%	1%	0%	F	0.095	F	0.566	2700	F
	To:		98-663 Eas	t		1—										
11)	Wythe County	2.68	3200	F	97%	1%	1%	1%	1%	0%	F	0.094	F	0.621	3300	F
$\bigcirc$	To:	W	CL Wythev	rille												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	nd Intersta	ate Rou	ıtes											
Devite	lumin di aki am	ما المراجعة	AADT		4T:	Dua		Trι	ıck		QC	K	ΟK	Dir	A A\A/DT	OW/
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv
	From:	W	CL Wythevi	lle		]										
11 W Lee Hwy	Town of Wytheville	0.29	4500	F	97%	1%	1%	1%	1%	0%	С	0.099	F	0.639	4900	F
$\bigcirc$	To-		24th St			1										
11 12th Street	Town of Wytheville	2.03	6500	F	97%	1%	1%	1%	1%	0%	F	0.092	F	0.607	7100	F
(11)	To:		S 21 Main S	-	0.70	٦ ```	.,,	.,,	.,,	0,0	•	0.002	•	0.00.		•
	From:		12th St													
11 \ 21 \ Main St	Town of Wytheville	0.31	7000	F	97%	1%	1%	1%	1%	0%	F	0.084	F	0.577	7700	F
$\bigcirc$	Tou		4th St													
11 Main St	Town of Wytheville	0.33	8800	F	97%	1%	1%	1%	1%	0%	F	0.080	F	0.54	9600	F
	, , , , , , , , , , , , , , , , , , ,					_										
Main Ct	Town of MA the ville	0.00	5th St		000/	00/	40/	00/	40/	00/	г	0.000	_	0.505	0000	F
11 Main St	Town of Wytheville	0.20	9000	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.525	9900	Г
	To- From:		11th St			<b>-</b>										
〔11〕 E Main St	Town of Wytheville	0.50	13000	F	98%	0%	1%	0%	1%	0%	С	0.083	F	0.554	14000	F
<u> </u>	Ta		Liberty St			1										
11)	Town of Wytheville	0.78	8900	F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.513	9700	F
	To	10	00 2 I 'd ' B	. 1		7										
<u></u>	From: Town of Wytheville (Maint: 98)	0.08	89-3 Lithia R <b>8900</b>	N N	98%	0%	1%	0%	1%	0%	N	0.086	N	0.513	9700	N
(11)	Town of wythevine (Maint. 30)	0.00		14	30 /0	<b>0</b> / 0	1 /0	0 70	1 70	0 70	IN	0.000	11	0.515	3100	IN
	Ta- From:		I-81							_						
$\{11\}$ $(81)$ $(77)$ $\{52\}$	Town of Wytheville (Maint: 98)	0.96									timate	s for this	segn	nent.		
$\sim$ $\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	52000	F	72%	1%	1%	0%	24%	2%	С	0	Α	0.501	50000	F
	To- From:	No	CL Wythevil	lle		]										
(11) $(81)$ $(77)$ $(52)$	Wythe County	2.18			5	See I-81	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	52000	F	72%	1%	1%	0%	24%	2%	С	0	Α	0.501	50000	F
	To-		F-42			1										
(11) $(81)$ $(77)$ $(52)$	From: Wythe County	2.61	1'-42			<b>_</b> See I-81	1 for dire	ectional t	raffic vo	olume es	timate	s for this	sean	nent		
11 81 77 52	Combined Traffic Estimates for 2 Parallel Roadways of		50000	F	72%	1%	1%	0%	24%	2%	F	NA NA	ocgii	ion.	47000	F
	Combined Trainic Estimates for 2 Farantei Roadways o				12/0	1 /0	1 /0	0 /0	24 /0	2 /0	'	INA			47000	'
	From:		S 52; SR 12	.1					cc.							
[11] [81] [77]	Wythe County	1.44		_								s for this	segn	nent.		_
- 0	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	51000	F	72%	1%	1%	0%	24%	2%	F	NA			47000	F
	To- From:	I-7	7 Fort Chisw	ell												
(11) (81)	Wythe County	2.31			5	See I-81	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	37000	F	72%	1%	1%	1%	24%	2%	F	NA			37000	F
	To:		98-619			1										
(11) (81)	Wythe County From: —	1.99	70 017		ç	⊒ See I-81	1 for dire	ectional t	raffic vo	olume es	timate	s for this	sean	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways of		35000	F	72%	1%	1%	1%	24%	2%	F	NA	5"	J	35000	F
	Combined Trame Estimates for 21 drailer Noadways o	ni uno ixoute.		•	1 4 /0	1 /0	1 /0	1 /0	<b>∠</b> → /0	<b>2</b> /0	'	1 1/7			55000	'
~ ~	To- From:		98-618													
[11] (81)	Wythe County	1.44									tımate	s for this	_			
~ ~	Combined Traffic Estimates for 2 Parallel Roadways of			G	72%	1%	1%	1%	24%	2%	F	0.070	F	0.522	38000	G
	To:	Pula	ski County I	Line												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and	microtate	Nou	103			Tru	ıok			V		Dir		
Route	Jurisdiction	Length A	AADT Q	QΑ	4Tire	Bus	2010			2Trail	QC	K	QK		AAWDT	QW
	From	W-41-	Combalina				ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
	Pulaski County	2.68	County Line	;		) 	1 for dir	octional t	roffic ve	olumo oct	timata	s for this	coan	nont		
[11] [81]	•		20000	_							ıımate F		•		20000	_
	Combined Traffic Estimates for 2 Parallel Roadways		SR 100	G	72%	1% 1	1%	1%	24%	2%	г	0.070	F	0.522	38000	G
	From:		outh of Pulaski	i												
11)	Pulaski County			G	95%	1%	2%	1%	2%	0%	С	0.095	F	0.522	3100	G
	To.	90	ar D 1 1.			1										
11 Washington Ave	Town of Pulaski		L Pulaski <b>3500</b> (	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.647	3800	G
(11) Washington Ave	TOWITOT Fulaski	0.71	3500 (	<u> </u>	90 /0	1 /0	1 /0	0 /6	0 /0	0 /0	'	0.092	'	0.047	3000	G
~~~	To: From:		2nd St			<del> </del>										
(11) Washington St	Town of Pulaski	0.30	5800 (G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.633	6300	G
\sim	To:	N	Main St			Ь—										
11 Washington Ave	Town of Pulaski			G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.627	5800	G
	To:		5th St			1										
	From:		hington Ave													
11 5th Street	Town of Pulaski	0.20	8200 (G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.51	8900	G
<u> </u>	To:		ee Hwy													
~~~	From:		5th St		000/	201	00/	00/	00/	00/	_	0.000	_	0.540	40000	_
(11) Lee Hwy	Town of Pulaski	0.84 1	12000 (	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.549	13000	G
~~	To- From:	Alun	n Spring Rd			]										
11 Lee Hwy	Town of Pulaski	1.60 1	12000 (	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.509	13000	G
$\bigcirc$	To	FC	L Pulaski			<b></b>										
<u></u>	Pulaski County			G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.555	15000	G
11)	· · · · · · · · · · · · · · · · · · ·					1										
$\sim$	From:		77-643		000/	· · · ·	00/	00/	00/	00/	F	0.004	_	0.540	45000	
11	Pulaski County	1.53 1	15000 (	G	99%	0%	0%	0%	0%	0%	г	0.084	F	0.546	15000	G
	To- From:	WC	CL Dublin			}										
11	Town of Dublin (Maint: 77)	0.16 1	15000 l	N	99%	0%	0%	0%	0%	0%	Ν	0.084	Ν	0.546	15000	Ν
	To	5	SR 100			<b>—</b>										
11	Town of Dublin (Maint: 77)			G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.510	17000	G
	To		N. D. 11.			1										
	From: L Pulaski County		CL Dublin 15000   1	N	97%	0%	1%	0%	1%	0%	N	0.091	N	0.510	17000	N
11	Fulaski County			14	91 /0	0 /0	1 /0	0 /6	1 /0	0 /0	IN	0.091	IN	0.510	17000	IN
	To- From:		77-1085			<del> </del>										
11)	Pulaski County	2.68 1	13000 A	Α	97%	0%	1%	0%	1%	0%	С	0.104	Α	0.65	14000	Α
<u> </u>	To	77-747 1	East of Dublin	in		<del>                                     </del>										
11)	Pulaski County	1.99 1	16000 (	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.541	18000	G
	To	CD 114 V	Wast of Dade	red		<b></b>										
	Pulaski County		West of Radfo	ora G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	22000	G
11)	Fulaski County				<i>31 /</i> 0	0 /0	1 /0	U /0	1 /0	U /0	'	0.000	'	0.080	22000	G
	To: From:		West of Radfo													
(11)	Pulaski County			G	97%	0%	1%	1%	1%	0%	С	0.087	F	0.524	26000	G
~	To:	Montgom	ery County L	ine												

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

		Filliary and intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Pulaski County	Line												
<u>[11]</u>	Montgomery County	0.15 <b>29000</b>	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.558	30000	G
<u> </u>	To- From-	WCL Radfor	·d		1										
11)	Montgomery County	0.21 <b>29000</b>	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.558	30000	G
	To	SR 232; First	St		1										
11 Norwood St	City of Radford	0.26 <b>21000</b>	G	96%	0%	1%	1%	1%	0%	С	0.095	F	0.563	22000	G
	Tac	Grove Ave			1—										
11 Norwood St	City of Radford	0.77 <b>13000</b>	G	97%	1%	1%	1%	1%	0%	С	0.086	F	0.532	14000	G
	To	SR 177 Tyler A	Ave		1										
11 Norwood St	City of Radford	0.93 13000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.502	13000	G
	To	Whitehall St	t		1										
11 Norwood St	City of Radford	1.46 <b>6500</b>	G	97%	0%	2%	0%	0%	0%	С	0.094	F	0.534	6900	G
	To	ECL Radford	d		1										
11)	Montgomery County	1.47 <b>10000</b>	G	98%	0%	1%	1%	1%	0%	F	0.11	F	0.56	10000	G
	To	60-663			1										
11)	Montgomery County	2.32 9000	G	98%	0%	1%	1%	1%	0%	С	0.109	F	0.555	9100	G
	To-	60-662													
11)	Montgomery County	0.65 9500	G	98%	0%	1%	1%	1%	0%	F	0.105	F	0.533	9700	G
	Tai	WCL Christians													
11 Radford St	Town of Christiansburg	1.40 <b>11000</b>	G	97%	0%	2%	0%	1%	0%	С	0.096	F	0.507	12000	G
	To:	SR 8 W Main			1										
~~~	From:	SR 8, Radford		0=0/	]	201	00/	407	201	_		_		10000	_
11 W Main St	Town of Christiansburg	0.30 9600	G	97%	0%	2%	0%	1%	0%	F	0.089	F	0.56	10000	G
Bus	To- From:	Bus US 460 S Fran	nklin St		_										
(11) (460) E Main St	Town of Christiansburg	0.12 8300	G	97%	0%	2%	0%	1%	0%	F	0.087	F	0.514	8800	G
\bigcirc	To:	Roanoke St													
Bus (11) (460) Roanoke St	Town of Christiansburg	E Main St 0.11 13000	G	97%	0 %	2%	0%	1%	0%	F	0.087	F	0.529	13000	G
(11) (460) Roanoke St	Town of Christiansburg			91 /0	7	Z /0	0 /6	1 /0	0 70	'	0.007	'	0.529	13000	G
Bus	To- From:	Craig St													
(11) (460) Roanoke St	Town of Christiansburg	0.98 12000	G	97%	0%	2%	0%	1%	0%	F	0.091	F	0.535	13000	G
Bus	To- From:	SR 111 Depot	St]										
(11) (460) Roanoke St	Town of Christiansburg	0.90 15000	G	95%	0%	2%	1%	1%	0%	С	0.064	F	0.549	16000	G
400)	то-	US 460			<u> </u>										
(11) (460) Roanoke St	Town of Christiansburg (Maint: 60)	0.91 17000	G	93%	0%	2%	1%	3%	0%	С	0.083	F	0.567	18000	G
400). 35510 50	To-				7	_,,	. 70	270	- 70	•	2.300	•	0.001	. 5000	•
11 460 Roanoke St	Town of Christiansburg (Maint: 60)	.20 Mile North I-81 0.29 8500	at Ramp	93%	0%	2%	1%	3%	0%	N	0.091	N	0.507	9000	N
11 A60 Roanoke St	To:	Tower Rd, Hampt		90 /0	7	∠ /0	1 /0	370	0 /0	14	0.031	IN	0.507	3000	IN
	L	.,,													

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		0144
Route	Jurisdiction	Length			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
11 (460) Roanoke St	Town of Christianshura	<u>Tower</u> 2.01	Rd, Hampton 8500	n Rd G	93%] 0%	2%	1%	3%	0%	F	0.091	F	0.507	9000	G
11 460 Roanoke St	Town of Christiansburg				93%	U% ¬	270	1 70	370	U 70	Г	0.091	Г	0.507	9000	G
	To- From:		Christiansbu		050/		20/	40/	40/	00/	F	0.000		0.500	0400	
[11] [460]	Montgomery County	5.11	8000	G	95%	0%	2%	1%	1%	0%	F	0.089	F	0.528	8100	G
	Montgomery County	3.21	60-753 8100	G	95%	0%	2%	1%	1%	0%	F	0.091	F	0.639	8200	G
(11) (460)	Workgomery County	3.21		-	95 /6	7	2 /0	1 /0	1 /0	0 /0	'	0.091	'	0.059	0200	G
(11) (460)	Montgomery County	2.43	60-631 8500	G	95%	0%	2%	1%	1%	0%	С	0.095	F	0.677	8600	G
(11) (460)	To:		oke County L		0070	7	270	170	170	070	Ŭ	0.000	•	0.077	0000	Ŭ
	From:		omery County													
(11) (460) West Main St	Roanoke County	1.26	10000	F	95%	0%	2%	1%	1%	0%	F	0.1	F	0.531	11000	F
	To- From:	80-63	9 West River	r Rd]										
(11) (460) West Main St	Roanoke County	0.60	10000	N	95%	0%	2%	1%	1%	0%	Ν	0.1	Ν	0.531	11000	Ν
~ ~	To- From:	80-647	7 Dow Hollov			}—										
(11) (460) West Main St	Roanoke County	2.93	10000	F	95%	0%	2%	1%	1%	0%	F	0.091	F	0.539	11000	F
~ ~ ~ · · · · · · · · · · · · · · · · ·	To- From:		80-643]										
11 (460) West Main St	Roanoke County	0.39	15000	F	95%	0%	2%	1%	1%	0%	F	0.092	F	0.554	16000	F
~~~~	Tro- From:		80-642			]										_
11 (460) West Main St	Roanoke County	0.64	19000	F	95%	0%	2%	1%	1%	0%	F	0.093	F	0.526	20000	F
~~~	To: From:		WCL Salem			]										
11 (460) West Main St	City of Salem	1.12	24000	F	95%	0%	2%	1%	1%	0%	F	0.084	F	0.530	27000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		SR 112		0.10/	<u> </u>			201	201						
11 (460) West Main St	City of Salem	1.31	24000	F	91%	1%	3%	3%	2%	0%	С	0.084	F	0.530	28000	F
~~~	Ta: From:		US 460, 4th			J										
11 460 West Main St	City of Salem	0.60	15000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.544	18000	F
~~~~	To- From:		Academy St			<del>}</del>										
11 460 West Main St	City of Salem	0.35	14000	F	92%	0%	1%	5%	1%	0%	С	0.082	F	0.516	15000	F
	From:		College Ave S 460, Main S	2+												
11 College Ave	City of Salem	0.26	2700	F	98%	0%	1%	0%	0%	0%	F	0.096	F	0.632	3000	F
	To	SR 311, Th	nompson Mer	morial 1	Dr	1										
11 College Ave	City of Salem	0.48	7700	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.582	8800	F
$\bigcirc$	To		Colorado St													
Coloredo Ot	From:		College Ave	_	000/		40/	00/	00/	00/	_	0.000	_	0.574	00000	_
(11) Colorado St	City of Salem	0.51	17000	F	98%	0% 7	1%	0%	0%	0%	F	0.088	F	0.571	20000	F
	From:		Apperson Dr Colorado St													
11 Apperson Dr	City of Salem	0.98	19000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.521	22000	F
$\rightarrow$	To- From:	SR 4	419 Electric F	Rd		<del></del>										
11 Apperson Dr	City of Salem	1.04	13000	F	95%	0%	1%	1%	2%	0%	С	0.09	F	0.503	15000	F
	To:	W	/CL Roanoke	;		L										

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

			iu intersta			_		Tru	ck			K	a	Dir		01
Route	Jurisdiction		AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
11 Brandon Ave	City of Roanoke	1.35	ECL Salem <b>20000</b>	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.604	23000	F
11 Brandon Ave	only of recallone		od St; Mud l		30 /0	7	170	0 70	070	070	į	0.004		0.004	20000	'
11 Brandon Ave	From: <b>L</b> City of Roanoke	1.03	12000	F	94%	1%	2%	1%	2%	0%	С	0.082	F	0.553	14000	F
	To:		Grandin Rd			1										
11 Grandin Rd	City of Roanoke	0.70	Brandon Ave <b>7800</b>	F	98%	<b>0</b> %	1%	0%	0%	0%	F	0.089	F	0.589	8900	F
	To:	Me	morial Aven	nue												
11 Memorial Avenue	City of Roanoke	0.84	Grandin Rd 13000	F	98%	J 0%	1%	0%	0%	0%	С	0.103	В	0.631	13000	F
TT Mariar Warias	To:	(	Campbell Ave	e	0070	1	170	070	070	070		0.100		0.001	10000	•
11 Campbell Ave	From: L City of Roanoke	0.53	1emorial Ave 4600	е <b>F</b>	98%	0%	1%	0%	0%	0%	F	0.109	F	0.752	5200	F
11 Campbell Ave	Combined Traffic Estimates for 2 Parallel Roadway			F	98%	0%	1%	0%	0%	0%	F	NA	Г	0.732	12000	F
	To.		7th St		0070	<u>~~</u>	.,,		0,0	• • • • • • • • • • • • • • • • • • • •						•
(11) Campbell Ave	City of Roanoke	0.47	6100	F	95%	0%	2%	3%	1%	0%	С	0.092	F	0.556	6900	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	9400	F	96%	0%	2%	2%	1%	0%	F	NA			11000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		3rd St		/	<u> </u>					_		_			
(11) Campbell Ave	City of Roanoke Combined Traffic Estimates for 2 Parallel Roadway	0.28	7200 13000	F F	98% 98%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.092 NA	F	0.755	8100 15000	F F
	Combined Trainic Estimates for 2 Faraller Roadway	S OII (IIIS ROute.	US 221		9070	U% 1	170	0%	070	076	F	INA			15000	Г
(11) (221) (116) Campbell Ave	From: L City of Roanoke	0.05	7200	N	98%	0%	1%	0%	0%	0%	N	0.092	N	0.755	8100	N
1) (2) (1)	Combined Traffic Estimates for 2 Parallel Roadway			N	98%	0%	1%	0%	0%	0%	Ν	NA			12000	N
	To: From:		Villiamson R Campbell Ave													
(11) (221) (116) Williamson Rd	City of Roanoke	0.22	22000	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.517	25000	F
	To- From:	Sh	enandoah Av	ve		1										
(11) (221) (116) Williamson Rd	City of Roanoke	0.15	18000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.6	20000	F
***	To: From:		I-581			}—										
11 221 116 Williamson Rd	City of Roanoke	0.50	11000	F	93%	0%	2%	4%	1%	0%	С	0.084	F	0.502	11000	F
Williamson Dd	City of December		460 Orange A		98%]	10/	00/	00/	0%	F	0.000	F	0.500	16000	F
(11) Williamson Rd	City of Roanoke	0.92	15000	F	98%	0%	1%	0%	0%	0%	r	0.082	r	0.528	16000	F
11 Williamson Rd	City of Roanoke	0.51	Liberty Rd 16000	F	98%	0%	1%	0%	0%	0%	F	0.074	F	0.502	16000	F
11)	To To	0.01	10th St	•			1,0					3.07 1		J.00L	10000	·
11 Williamson Rd	City of Roanoke	1.27	17000	F	96%	0%	1%	2%	1%	0%	С	0.079	F	0.522	18000	F
	To- E-rose	SR 10	1 Hershberg	er Rd		 										
(11) Williamson Rd	City of Roanoke	0.11	18000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.535	19000	F
~	To- From		118 Airport			}—										
(11) Williamson Rd	City of Roanoke	0.39	17000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.51	18000	F
	10:	N	ICL Roanok	e												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		CL Roanoke]										
11 Lee Hwy	Roanoke County	3.19	14000 A ourt County Line	98%	¬ 0%	1%	0%	0%	0%	С	0.107	Α	0.537	14000	Α
	From:		oke County Line												
11)	Botetourt County	0.10	18000 G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.569	18000	G
<u> </u>	To: From:		-601 Hollins 01 Shadwell Dr												
11)	Botetourt County	2.73	13000 G	98%	」 0%	1%	0%	0%	0%	F	0.086	F	0.598	14000	G
	To.	ALT SR	220 Cloverdale R	d	1										
11)	Botetourt County	1.34	7600 G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.676	7800	G
	Tax	SC	CL Troutville		—										
11	Town of Troutville (Maint: 11)	1.85	7600 N	98%	0%	1%	0%	0%	0%	Ν	0.101	Ν	0.676	7800	Ν
	To-	NC	CL Troutville		1										
11	Botetourt County	2.98	5000 G	94%	1%	2%	0%	3%	0%	С	0.092	F	0.673	5000	G
	To.		11-640		1										
11)	Botetourt County	5.86	3200 G	94%	1%	2%	0%	3%	0%	F	0.102	F	0.674	3200	G
	To. From:	I-81 Sc	outh of Buchanan		_										
11)	Botetourt County	2.23	4300 G	93%	0%	3%	1%	3%	0%	F	0.099	F	0.629	4300	G
	To: From:		CL Buchanan]—										
11)	Town of Buchanan (Maint: 11)	0.43	4300 N	93%	0%	3%	1%	3%	0%	N	0.099	N	0.629	4300	N
	To- From:		11-625]										
11	Town of Buchanan (Maint: 11)	2.09	4600 G	93%	0%	3%	1%	3%	0%	С	0.088	F	0.556	4700	G
	To. From:	0.40	S SR 43	000/		00/	40/	00/	00/		0.000		0.505	4000	
11 43	Town of Buchanan (Maint: 11)	0.18	4800 G	93%	0%	3%	1%	3%	0%	F	0.089	F	0.535	4900	G
	Town of Dunkoner (Maint		N SR 43	020/		20/	40/	20/	00/	F	0.000	F	0.005	2400	
11	Town of Buchanan (Maint: 11)	0.78	3100 G	93%	0%	3%	1%	3%	0%	Г	0.200	Г	0.835	3100	G
	Botetourt County	0.35	CL Buchanan N	93%	0%	3%	1%	3%	0%	N	0.200	N	0.835	3100	N
11)	Boteloan County			9370	7	370	1 /0	370	0 70	IN	0.200	IN	0.000	3100	IN
<u></u>	Botetourt County	6.10	orth of Buchanan		See I-8	1 for dire	ectional t	raffic vo	lume es	timate	s for this	seam	nent		
(11) (81)	Combined Traffic Estimates for 2 Parallel Roadways		31000 G	64%	1%	2%	0%	31%	2%	F	0.065		0.505	29000	G
	To:	Rockbr	idge County Line]		0,0	0.70		•	0.000	•	0.000		
	From:	Boteto 1.95	ourt County Line			1 for di	notional +	roffic	dumo os	limat-	o for thi-	000	aont		
[11] [81]	Rockbridge County Combined Traffic Estimates for 2 Parallel Roadways of		31000 G	64%	See 1-8 1%	1 for dire	ectional t 0%	таптс vc 31%	iume es 2%	imate F	s for this 0.065	•	nent. 0.505	29000	G
	Combined Traine Estimates for 2 Farallel Roddways				7	∠ /0	U /0	J1 /0	∠ /0	ı	0.003	ı	0.505	29000	G
(11)	Rockbridge County	1-81 Sout	h of Natural Brid	ge 92%	1%	3%	2%	3%	0%	С	0.094	F	0.505	2100	G
11)	Tac		0 Natural Bridge	/-	٠ <i>٠٠</i>				- / 0						
<u>(11)</u>	From: Rockbridge County	3.47	2600 G	92%	1%	3%	2%	3%	0%	F	0.089	F	0.507	2600	G
(' ')	To:		h of Natural Brid		¬ ```	- / •	_,,	- / •	- / 0	•		-			•

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length				Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From: Rockbridge County	I-81 Nort 8.45	h of Natura 3300	ıl Bridge G	94%	」 1%	2%	1%	1%	0%	F	0.09	F	0.580	3400	G
11)	Rockbridge County				94 70	170 7	270	1 70	170	076	Г	0.09	Г	0.560	3400	G
11)	From: L Rockbridge County	1.02	7300	G	94%	1%	2%	1%	1%	0%	С	0.098	F	0.595	7400	G
	To:		US 60			1										
11	Rockbridge County	0.32	7300	N	94%	1%	2%	1%	1%	0%	N	0.098	Ν	0.595	7400	Ν
	To: From:		L Lexingto													
11)	City of Lexington	0.59	9800	G	93%	1%	3%	2%	1%	0%	С	0.09	F	0.518	10000	G
	City of Louis store	0.04	Main St	G	020/	40/	20/	20/	40/	00/	_	0.000	_	0.545	40000	
(11)	City of Lexington	0.04	9800	G	93%	1%	3%	2%	1%	0%	F	0.088	F	0.515	10000	G
(11)	City of Lexington	0.08	Bus US 11 18000	G	95%	1%	3%	1%	1%	0%	F	0.092	F	0.52	19000	G
11) (11) (11) (11)	Tax		CL Lexingto			 7	070	170	170	070		0.002		0.02	10000	
<u> </u>	Rockbridge County	0.88	16000	G	95%	1%	3%	1%	1%	0%	С	0.092	F	0.511	16000	G
	To	I-64 N	orth of Lex	ington		—										
<u>[11]</u>	Rockbridge County	0.27	17000	G	93%	0%	2%	0%	4%	1%	F	0.092	F	0.613	18000	G
<u></u>	Ta: From:		North of Lex]										
(11)	Rockbridge County	3.75	6300	G	93%	0%	2%	0%	4%	1%	С	0.092	F	0.553	6400	G
	To. From:		orth of Lex		050/]	00/	40/	00/	00/		0.004	_	0.504	4500	
11)	Rockbridge County	5.53	4500	G	95%	1%	2%	1%	2%	0%	С	0.084	F	0.534	4500	G
	Rockbridge County	5.40	81-710 3600	G	95%	1%	2%	1%	2%	0%	F	0.106	F	0.592	3600	G
11)	To:		sta County		3370	1	270	1 70	270	070		0.100	'	0.552	3000	
~	From:		ridge Count	_	050/	10/	00/	40/	00/	00/		0.000	_	0.507	2000	
11)	Augusta County	0.04	3800	G	95%	1%	2%	1%	2%	0%	F	0.089	F	0.537	3800	G
	Augusta County	SR 56 5.24	Steeles Ta 3700	wern G	97%	0%	2%	1%	1%	0%	С	0.099	F	0.551	3700	G
11)	Augusta County	5.24	07-675		31 /0	7	270	1 70	1 70	0 70	O	0.033	'	0.551	3700	
11)	From: L_ Augusta County	2.59	6700	G	97%	0%	2%	1%	1%	0%	F	0.086	F	0.624	6700	G
	Ta	I-81 No	orth of Gree	enville		—										
11)	Augusta County	4.45	3900	G	90%	0%	2%	7%	1%	0%	F	0.1	F	0.686	4000	G
	To From:		07-654]										
(11)	Augusta County	3.44	9100	G	90%	0%	2%	7%	1%	0%	С	0.088	F	0.573	9200	G
	To: From:		SR 262			_										
11)	Augusta County	0.68	19000	N	96%	1%	2%	1%	1%	0%	N	0.084	N	0.519	20000	N
~~~	City of Staunton		CL Staunton		060/	10/	20/	10/	10/	00/	F	0.004	F	0.510	20000	
Greenville Ave	City of Staunton	0.68 SR 2	19000 61 Statler F	G	96%	1% 7	2%	1%	1%	0%	г	0.084	F	0.519	20000	G

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					4	_		Tru	ck			K	014	Dir	A A14/D.T.	0)4/
Route	Jurisdiction	Length A			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
11 Greenville Ave	City of Staunton		1 Statler Bl 17000	lvd <b>G</b>	96%	] 1%	2%	1%	1%	0%	С	0.085	F	0.579	18000	G
(11) Greenville Ave	City of Stauritori			<u> </u>	90 /0	1 /0 <b>1</b>	<b>2</b> /0	1 /0	1 /0	0 /0	C	0.005	'	0.579	10000	G
11 Greenville Ave	City of Staunton		ampton St 13000	G	96%	1%	2%	1%	1%	0%	F	0.087	F	0.545	14000	G
(II) sissimmer tie	To-		Richmond			<u>.                                 </u>	_,,	.,,	.,,	0,0	•	0.00.		0.0.0		
11 250 Greenville Ave	City of Staunton		20000	G	96%	1%	2%	1%	1%	0%	F	0.085	F	0.519	21000	G
	Too	US 2	250, SR 254	4		1										
(11) (254) Commerce Rd	City of Staunton		3200	G	95%	0%	2%	2%	1%	0%	С	0.1	F	0.558	3400	G
	To- From:	;	SR 254			<b>—</b>										
(11) Commerce Rd	City of Staunton	0.15	3500	G	95%	0%	2%	2%	1%	0%	F	0.094	F	0.558	3700	G
<u>~</u>	To- From:		SR 261			]										
(11) Commerce Rd	City of Staunton	1.25	6900	G	94%	1%	3%	2%	1%	0%	F	0.093	F	0.524	7300	G
<u></u>	To- From:		ells Lane			<del>                                     </del>										
Commerce Rd	City of Staunton	0.67	6100	G	94%	1%	3%	2%	1%	0%	С	0.094	F	0.586	6500	G
	City of Otymphon		S 11 BUS	_	000/		00/	40/	40/	00/		NIA			45000	
(11) Commerce Rd	City of Staunton		15000	G	96%	0%	2%	1%	1%	0%	С	NA			15000	G
(11) Commerce Rd	City of Staunton		SR 275 <b>16000</b>	G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.542	17000	G
(11) Commerce Rd	City of Stauriton				9070	U% 1	<b>2</b> 70	1 70	170	070	г	0.093	Г	0.542	17000	G
<u></u>	Augusta County		L Staunton <b>16000</b>	G	95%	1%	1%	1%	2%	0%	С	0.087	F	0.511	16000	G
11)	, lagueta county		612 Verona			<u>.                                 </u>	.,,	.,,		0,0		0.00.		0.0		
11	Augusta County		11000	G	95%	1%	1%	1%	2%	0%	F	0.087	F	0.507	11000	G
	Toc		07-750			<b>—</b>										
11)	Augusta County		8100	G	95%	1%	1%	1%	2%	0%	F	0.091	F	0.596	8200	G
	To- Fram:	SR 256 So	uth of Burk	ketown		<b>—</b>										
11)	Augusta County		6200	G	95%	1%	1%	1%	2%	0%	F	0.094	F	0.6	6200	G
<u> </u>	To- From:		nam County a County L													
11)	Rockingham County		5300	F	96%	0%	1%	1%	1%	0%	С	0.097	F	0.597	5400	F
	Toc	SCL I	Mt Crawfor	rd		<b>—</b>										
11)	Town of Mt. Crawford (Maint: 82)		5300	N	96%	0%	1%	1%	1%	0%	Ν	0.097	Ν	0.597	5400	Ν
	To From:		82-919			<del>                                     </del>										
11)	Town of Mt. Crawford (Maint: 82)	0.20	7300	F	96%	0%	1%	1%	1%	0%	F	0.091	F	0.613	7500	F
	To: From:	NCL :	Mt Crawfor			}										
11)	Rockingham County	0.03	7300	F	96%	0%	1%	1%	1%	0%	F	0.091	F	0.613	7500	F
	To: From:		SR 257			<del>  </del>										_
11)	Rockingham County		12000	F	96%	0% 1	1%	1%	1%	0%	F	0.086	F	0.666	12000	F
•	10*		82-704			<u> </u>										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu iiileisia	ale Not	1162							14				
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ck		QC	_ K	QK	Dir	AAWDT	QW
	. 1						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
$\sim$	Partie at any County	4.40	82-704		000/		40/	40/	40/	00/	F	0.000	F	0.504	40000	_
[11]	Rockingham County	1.18	11000	F	96%	0%	1%	1%	1%	0%	F	0.083	F	0.534	12000	F
~	To: From:		L Harrisonb			]										
(11) Main St	City of Harrisonburg	0.91	13000	F	96%	0%	1%	1%	1%	0%	F	0.092	F	0.549	15000	F
	To- From:		I-81			<b>—</b>										
11 Main St	City of Harrisonburg	1.77	20000	F	96%	1%	1%	1%	2%	0%	F	0.087	F	0.510	21000	F
	To-	Pla	easant Hill	Rd		1										
11 S Main St	From: <b>└</b> City of Harrisonburg	0.87	17000	F	96%	1%	1%	1%	2%	0%	С	0.087	F	0.527	19000	F
						٦										
11 S Main St	City of Horrison burg	0.65	rt Republic 23000	Rd <b>F</b>	96%	10/	1%	10/	20/	00/	F	0.084	F	0.504	25000	F
(11) S Main St	City of Harrisonburg	0.05	23000	Г	90%	1%	170	1%	2%	0%	Г	0.004	Г	0.524	25000	Г
~~	To: From:		S Liberty St													
(11) Main St NB	City of Harrisonburg	0.47	7000	F	96%	1%	1%	1%	2%	0%	F	0.089	F		7600	F
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	11000	F	96%	1%	1%	1%	1%	0%	F	NA			13000	F
	To- From:		US 33													
11 33 Main St NB	City of Harrisonburg	0.02	7000	N	96%	1%	1%	1%	2%	0%	Ν	0.089	Ν		7600	Ν
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	11000	N	96%	1%	1%	1%	1%	0%	Ν	NA			13000	Ν
	To:		US 33			1										
11 (33) Main St NB	City of Harrisonburg	0.03	7000	N	96%	1%	1%	1%	2%	0%	Ν	0.089	Ν		7600	Ν
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	9700	N	96%	1%	1%	1%	1%	0%	Ν	NA			11000	Ν
	To		US 33 Par			1										
11 Main St NB	City of Harrisonburg	0.34	7000	N	96%	」 1%	1%	1%	2%	0%	N	0.089	N		7600	N
(1)	Combined Traffic Estimates for Parallel Roadways		NA		00,0	.,0	. , 0	.,,	-/-	0,0	• •	NA			NA	• •
	Tail					7										
11 N Main St	City of Harrisonburg	0.68	Kratzer Ave	F	96%	0%	1%	0%	2%	0%	С	0.089	F	0.63	7400	F
(11) N Main St	City of Hamsonburg	0.00			90%	070	1 70	0%	<b>2</b> 70	076	C	0.069	Г	0.03	7400	Г
~~	Ta- From:		Charles St										_			
N Main St	City of Harrisonburg	0.44	6700	F	96%	0%	1%	0%	2%	0%	F	0.091	F	0.591	7300	F
	To- From:	NC	L Harrisonb	ourg		}										
11)	Rockingham County	3.16	8800	F	94%	0%	2%	2%	2%	0%	F	0.084	F	0.561	9000	F
	Ta		82-765			1										
11)	Rockingham County	4.14	6000	F	94%	0%	2%	2%	2%	0%	F	0.091	F	0.665	6100	F
	Ta		82-806			1										
(11)	Rockingham County	1.88	4000	F	94%	0%	2%	2%	2%	0%	С	0.088	F	0.573	4100	F
11)	- Nookingham County				J+ /0	7	2/0	2 /0	2/0	0 /0	J	0.000	'	0.070	7100	•
	Ta- From:		I-81 Mauzy		070/		40/	001	407	001		0.000		0.500	0000	
11)	Rockingham County	6.04	3100	F	97%	0%	1%	0%	1%	0%	F	0.096	F	0.566	3200	F
	To- From:	Shenar	ndoah Coun	_		]										
(11)	Town of New Market (Maint: 85)	1.16	4700	G	97%	0%	1%	0%	1%	0%	С	0.086	F	0.544	4800	G
$\sim$	To:	US 211 S	outh Int Ne	w Marke	et											

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			4455		4.7.			Tru	ıck			K	014	Dir	4 A14/DT	- 01
Route	Jurisdiction		AADT			Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
11 (211) Congress St	Town of New Market (Maint: 85)	US 211 S 0.27	outh Int New <b>8700</b>	w Marke <b>G</b>	97%		1%	0%	1%	0%	F	0.098	F	0.607	8900	G
11 Congress St	Town of New Market (Mark. 00)		orth Int Ne			7	1 70	0 70	170	070		0.000	'	0.007	0300	
11)	Town of New Market (Maint: 85)	0.36	5500	G	95%	0%	1%	1%	2%	0%	F	0.099	F	0.578	5600	G
<del>``</del>	To	NC	L New Mar	rket		1										
11) Old Valley Pike	Shenandoah County	1.83	5500	N	95%	0%	1%	1%	2%	0%	Ν	0.099	Ν	0.578	5600	N
~~	To- From:		orth of Nev			]——										
Old Valley Pike	Shenandoah County	2.17	5400	G	95%	0%	1%	1%	2%	0%	F	0.104	F	0.599	5500	G
Old Valley Piles	To From:		730 Caverns		050/		40/	40/	00/	00/		0.000	_	0.544	5400	
Old Valley Pike	Shenandoah County	1.52	5000	G	95%	0%	1%	1%	2%	0%	С	0.088	F	0.511	5100	G
<u> </u>	Town of Mt. Jackson (Maint: 85)	0.72	L Mt. Jacks 5000	on N	95%	0%	1%	1%	2%	0%	N	0.088	N	0.511	5100	١
11)	Town of Ivit. Sackson (Iviaint. 65)	0.72			3370	7	1 70	1 70	270	070	1.4	0.000	14	0.511	3100	
11)	Town of Mt. Jackson (Maint: 85)	1.85	SR 263 <b>4600</b>	G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.515	4700	(
	To	NC	L Mt. Jacks	son		1										
11)	Shenandoah County	5.07	4600	N	95%	0%	1%	1%	2%	0%	Ν	0.093	Ν	0.515	4700	١
	To: From:	S	CL Edinbur	rg												
11)	Town of Edinburg (Maint: 85)	0.28	4600	N	95%	0%	1%	1%	2%	0%	Ν	0.093	N	0.515	4700	1
	To- From:		SR 185			}										
	Town of Edinburg (Maint: 85)	0.79	7300	G	96%	0%	1%	1%	1%	0%	С	0.084	F	0.525	7400	(
	Change de County		CL Edinbu		000/		40/	40/	40/	00/	N.	0.004	N.I.	0.505	7400	_
	Shenandoah County	1.28	7300	N	96%	0%	1%	1%	1%	0%	N	0.084	N	0.525	7400	١
11)	Shenandoah County	1.69	85-837 <b>7900</b>	G	97%	0%	1%	1%	1%	0%	С	0.080	F	0.545	8100	(
	one landour county		L Woodsto		01 /0	<b>-</b>	170	170	170	070		0.000		0.040	0100	
11 Main St	Town of Woodstock (Maint: 85)	0.22	8900	G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.574	9100	(
	To	I	akeview D	r		1										
11) Main St	Town of Woodstock (Maint: 85)	0.30	10000	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.542	11000	C
~ <u></u>	To- From:	SR 42	, W Reserve	oir Rd		]——										
Main St	Town of Woodstock (Maint: 85)	0.65	16000	G	98%	0%	1%	0%	1%	0%	С	0.08	F	0.515	16000	C
~	To: From:		lian Spring			]										
Main St	Town of Woodstock (Maint: 85)	0.85	13000	G	94%	0%	0%	4%	1%	1%	С	0.082	F	0.507	13000	C
Main St	Town of Moodstock (Maint 95)	0.53	W North St <b>8000</b>		98%	0%	1%	1%	0%	0%	N	0.004	N	0 E47	9100	
Main St	Town of Woodstock (Maint: 85)			N	90%	U% 7	170	170	U%	U%	IN	0.084	IN	0.547	8100	٨
11)	Shenandoah County	3.22	CL Woodsto 8000	ck <b>G</b>	98%	0%	1%	1%	0%	0%	F	0.084	F	0.547	8100	(
	To:	J.ZZ	85-654		0070	7	1 /0	1 /0	<b>U</b> /U	<b>U</b> /U	'	0.004	•	0.041	5100	

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar						Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		85-654			]										
11)	Shenandoah County	1.42	7400	G	98%	0%	1%	1%	0%	0%	F	0.085	F	0.527	7600	G
	Ta: From:	SC	L Toms Br	ook		]										
(11)	Town of Toms Brook (Maint: 85)	0.73	7400	N	98%	0%	1%	1%	0%	0%	Ν	0.085	Ν	0.527	7600	Ν
	To- From:	NC	L Toms Br	ook		]										
(11)	Shenandoah County	0.41	7400	N	98%	0%	1%	1%	0%	0%	Ν	0.085	Ν	0.527	7600	Ν
	To: From:		85-651			1										
11)	Shenandoah County	4.03	6300	G	98%	0%	1%	1%	0%	0%	С	0.084	F	0.562	6400	G
	To:	S	CL Strasbu	rg		1—										
11)	Town of Strasburg (Maint: 85)	0.62	7700	Ğ	98%	0%	1%	0%	0%	0%	С	0.083	F	0.575	7800	G
<u> </u>	Tax		Holliday St	t		1										
(11) King St	Town of Strasburg (Maint: 85)	0.16	8700	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.533	8900	G
	Tax	SR 5	5 Massanut	ten St		1										
(11) (55)	Town of Strasburg (Maint: 85)	0.23	13000	G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.524	13000	G
	To		N SR 55													
11 Massanutten St	From: Town of Strasburg (Maint: 85)	0.70	11000	G	95%	0%	1%	1%	2%	0%	С	0.084	F	0.619	11000	G
(1) massariansir st	Tool					٦	. , ,	. , ,	_,,	• 70		0.00	•	0.0.0		
	Shenandoah County	0.91	ICL Strasbu 10000	rg <b>G</b>	95%	0%	1%	1%	2%	0%	F	0.084	F	0.602	10000	G
11)	ononandour county				0070	7	170	170	270	0 70	•	0.004	•	0.002	10000	Ü
(ii)	Shenandoah County	1-81 f 1.11	North of Stra	asburg <b>G</b>	93%	0%	1%	3%	3%	0%	С	0.088	F	0.599	3900	G
11)	To:		ren County		93 /0	7	1 /0	370	370	0 70	C	0.000	'	0.555	3900	U
	From:		ndoah Coun													
11	Warren County	0.19	3900	G	93%	0%	1%	3%	3%	0%	С	0.088	F	0.599	3900	G
<u></u>	To:		erick County			ļ										
11 Valley Pike	Frederick County	1.98	7700 ren County	G	93%	J 0%	1%	3%	3%	0%	F	0.149	F	0.685	3700	G
11 Valley Pike	redefice County				3370	7	170	370	370	0 70	•	0.143	'	0.000	3700	O
11 Main St	Town of Middletown (Maint: 34)	0.89	L Middleto <b>5100</b>	G G	91%	1%	2%	3%	3%	0%	F	0.082	F	0.515	5200	G
(11) Main St	Town of Middletown (Maint. 54)				9170	1 70	270	3%	370	076	г	0.062	Г	0.515	3200	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Ta: From:		CL Middleto		0.40/		201	00/	00/	00/	_	0.400	_	0.574	4000	
(11) Valley Pike	Frederick County	4.19	4800	G	91%	1%	2%	3%	3%	0%	С	0.122	F	0.574	4900	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		L Stephens			]								_		
Main Street	Town of Stephens City (Maint: 34)	0.32	4800	N	91%	1%	2%	3%	3%	0%	N	0.122	N	0.574	4900	N
~	To- From:	SR 2	277 Fairfax			]										
(11) Main Street	Town of Stephens City (Maint: 34)	0.71	9500	G	96%	0%	1%	1%	2%	0%	С	0.082	F	0.588	9600	G
	To- From:	NC	L Stephens	City		]										
11 Valley Pike	Frederick County	2.22	9500	N	96%	0%	1%	1%	2%	0%	Ν	0.082	Ν	0.588	9600	Ν
<u> </u>	To:	SR 37 S	South of Wi	nchester		1—										
11 Valley Pike	Frederick County	1.41	17000	Α	95%	0%	1%	1%	2%	0%	С	0.101	Α	0.523	18000	Α
	To:	SC	CL Winches	ster		]										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-		Phinary a	ii iii iii ii ii	1 100				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Sc	CL Winchest	ter		1	ZANC	JIANE	iiiaii	LIIali		i actul		i actui		
11 Valley Ave	City of Winchester	1.37	16000	G	95%	0%	2%	1%	1%	0%	С	0.084	F	0.506	18000	G
	To-					٦										
11 Valley Ave	From: City of Winchester	0.12	Middle Rd 23000	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.575	24000	G
(11) Valley Ave	City of Willester				95 /0	7 0 70	1 /0	1 /0	2/0	0 70	'	0.003	'	0.575	24000	U
~ Nallan Ana	Ta- From:		Weems Lane		050/		40/	40/	00/	00/		0.005	_	0.544	40000	
(11) Valley Ave	City of Winchester	0.67	18000	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.511	19000	G
~	Ta- From:	1	Bellview Av			_										
11 Valley Ave	City of Winchester	0.59	14000	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.626	15000	G
<u> </u>	To- From:	US 1	1 Par Braddo	ock St		1—										
(11) Valley Ave	City of Winchester	0.09	3200	G	96%	0%	1%	1%	2%	0%	F	0.096	F		3500	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	14000	G	92%	1%	4%	2%	1%	0%	F	NA			15000	G
	To:		Gerrard St													
~~~~	From:		Valley Ave			J										_
$\{11\}$ $\{50\}$ $\{522\}$ Gerrard St	City of Winchester	0.10	15000	G	96%	0%	1%	1%	2%	0%	F	0.078	F	0.671	16000	G
* * *	To: From:		Cameron St 5 50 Gerrard	St												
(11) (11) (50) (522) Cameron	St City of Winchester	0.53	6000	G	89%	⊒ 2%	4%	5%	1%	0%	С	0.082	F		6500	G
[11] [11] [50] [522] Cameron	Combined Traffic Estimates for 2 Parallel Roadway			G	93%	1%	3%	2%	1%	0%	С	NA	•		16000	G
	- I					٦	070	270	170	070	Ü	14/			10000	Ü
Cameron	St City of Winchester	0.17	Boscawen St 12000	G	89%	2%	4%	5%	1%	0%	F	0.086	F		12000	G
$\begin{array}{cccccccccccccccccccccccccccccccccccc$					09%	270	4%	5%	170	0%	Г		Г			G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	12000	G		_						NA			NA	
~~	Ta- From:		Piccadilly St		/	<u> </u>							_			
(11) Cameron St	City of Winchester	0.83	4100	G	96%	0%	1%	1%	2%	0%	С	0.089	F		4400	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	9500	G	96%	0%	1%	1%	2%	0%	С	NA			10000	G
	To- From:	US 1	1 Par, Loudo]										
11 Martinsburg Pike	City of Winchester	0.31	13000	G	95%	0%	1%	1%	2%	0%	С	0.089	F	0.542	14000	G
<u> </u>	To- From:	N	CL Winches	ter		}										
11 Martinsburg Pike	Frederick County	1.04	12000	G	96%	0%	1%	1%	2%	0%	F	0.078	F	0.578	12000	G
	To-		SR 37			1										
11 Martinsburg Pike	Frederick County	0.48	12000	N	96%	J 0%	1%	1%	2%	0%	N	0.078	N	0.578	12000	N
(11) Martinessary i me	- Todoliok County					٦	170	170	_,,	070		0.070		0.070	12000	.,
Mantinghum Dile	From:		orth of Wine		020/	20/	20/	40/	20/	00/	F	0.000	_	0.500	11000	
(11) Martinsburg Pike	Frederick County	1.57	10000	G	93%	2%	2%	1%	2%	0%	г	0.082	F	0.598	11000	G
~~	To- From:		Old Charles 7]										
(11) Martinsburg Pike	Frederick County	1.06	6400	N	93%	2%	2%	1%	2%	0%	N	NA			6500	N
<u> </u>	To- Fram-	34-836	Walters Mi	ll Lane		1										
11 Martinsburg Pike	Frederick County	1.56	6400	G	93%	2%	2%	1%	2%	0%	С	0.094	F	0.527	6500	G
	To-1	24.6	71 Cedar Hi	II Rd		1										
11 Martinsburg Pike	From: Frederick County	2.21	4300	G	93%	2%	2%	1%	2%	0%	F	0.092	F	0.631	4400	G
11)	To:		Virginia Stat			7	_,,	. 70	_,,	2,0	•	5.50 L	•	0.001	. 100	•
		550	ى _ك			•										

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US	11 Valley A	Ave]										
(1,1) Braddock St	City of Winchester	0.09	11000	G	90%	2%	5%	2%	1%	0%	F	0.093	F	0.78	12000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	14000	G	92%	1%	4%	2%	1%	0%	F	NA			15000	G
	To-		Gerrard St			1										
(1,1) (50) (50) (522) Braddoc	k St City of Winchester	0.53	8600	G	96%	1%	2%	0%	1%	0%	С	0.094	F		9400	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	15000	G	93%	1%	3%	2%	1%	0%	С	NA			16000	G
	Tax	1	Boscawen St	t		1										
(1,1) $(5,2)$ $(5,0)$ (522) Braddoc	k St City of Winchester	0.17	NA			_						NA			NA	
(b) (3\$2) (\$p) (322)	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	Tac		Piccadilly St			1										
11 Braddock St	City of Winchester	0.36	3100	G	90%	2%	5%	2%	1%	0%	С	0.094	F		3300	G
Braddock St	Combined Traffic Estimates for 2 Parallel Roadway			G	94%	1%	3%	1%	1%	0%	С	NA	•		7800	G
	To:	3 on this reduc.	North Ave		J+ /0	٦ ' ' '	370	1 /0	1 /0	070	O	INA			7000	J
	From:		Braddock St													
North Ave	City of Winchester	0.03	500	G	95%	1%	2%	1%	1%	0%	С	0.119	F	0.767	540	G
P	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To		Loudoun St													
~~·.	From:		North Ave			」					_		_			_
(11) Loudoun St	City of Winchester	0.30	4900	G	96%	1%	1%	2%	0%	0%	С	0.095	F	0.82	5200	G
~	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	9000	G	96%	0%	1%	1%	1%	0%	С	NA			9700	G
	Ta: From:		Wyck St			}—										
Loudoun St	City of Winchester	0.24	5400	G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.809	5800	G
P	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	9500	G	96%	0%	1%	1%	2%	0%	С	NA			10000	G
-	To:	US	11 Cameron	n St												
	From:		S Main St													
Liberty St	City of Harrisonburg	0.70	4500	F	96%	1%	1%	1%	1%	0%	С	0.085	F		4900	F
P	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	11000	F	96%	1%	1%	1%	1%	0%	F	NA			13000	F
	Ta-		Rock St			1										
(1,1) (3,3) Noll Dr	City of Harrisonburg	0.14	2800	F	96%	1%	1%	1%	1%	0%	F	0.078	F		3000	F
(F) (B)	Combined Traffic Estimates for 2 Parallel Roadway			N	96%	1%	1%	1%	1%	0%	N	NA			11000	N
	To:		Kratzer Ave		0070	٦ : ``	170	170	170	070					11000	
	From		ampbell Av			ī										
(11) (221) (116) 13th Street	City of Roanoke	0.25	3400	F	98%	0%	1%	0%	0%	0%	F	0.1	F	0.606	3800	F
(1) (221) (116) 1521 541661	Combined Traffic Estimates for 2 Parallel Roadway			N	98%	0%	1%	0%	0%	0%	N	NA	•	3.000	12000	N
	To:	o on this route.	Salem Ave	- 17	30 /0	7	1 /0	0 /0	0 /0	0 /0	1 4	11/-1			12000	14
	From:		13th St													
11 Salem Ave	City of Roanoke	0.34	5600	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.526	6400	F
P.	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	10000	F	98%	0%	1%	0%	0%	0%	F	NA			12000	F
	To:		9th St]										
						-										

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			iu interst					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Salem Ave	City of Roanoke	0.40	9th St 3300	F	98%	J 0%	1%	0%	0%	0%	F	0.094	F	0.655	3800	F
Salem Ave	Combined Traffic Estimates for 2 Parallel Roadway		7900	F	98%	0%	1%	0%	0%	0%	F	NA	•	0.000	9000	F
	To		5th St			···										
(1,1) Salem Ave	City of Roanoke	0.30	5200	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.611	5900	F
(b.)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	12000	F	98%	0%	1%	0%	0%	0%	F	NA			14000	F
	To- France		2nd St			1—										
(1,1) Salem Ave	City of Roanoke	0.22	5900	F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.734	6700	F
P	Combined Traffic Estimates for 2 Parallel Roadway		13000	F	98%	0%	1%	0%	0%	0%	F	NA			15000	F
	To:		Jefferson St	t		<u> </u>										
ALT ALT	From:		W Main St]										
11 460 4th Street	City of Salem	0.40	18000	F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.513	20000	F
ALT ALT	To- From:		Elm St]										
11 460 4th Street	City of Salem	0.37	20000	F	96%	0%	1%	1%	2%	0%	С	0.087	F	0.502	22000	F
\bigcirc	To		Union St			1—										
ALT ALT (11) (460) 4th Street	City of Salem	0.29	18000	F	96%	0%	1%	1%	2%	0%	F	0.085	F	0.519	19000	F
460) 411 011 011	oity of Galati				3070	7	1 /0	1 70	270	070	•	0.000	'	0.515	13000	'
ALT ALT	From:		Colorado Si													
(11) (460) 4th Street	City of Salem	0.28	9500	F	97%	0%	1%	1%	1%	0%	F	0.083	F	0.519	10000	F
ALT ALT	To. From:	R	oanoke Blv	⁄d]—										
11 460 Texas St	City of Salem	0.31	10000	F	97%	0%	1%	1%	1%	0%	С	0.091	F	0.532	11000	F
\bigcirc	To		Idaho St													
ALT ALT	From:	0.04			000/	_	40/	40/	00/	00/	_	0.004	_	0.50	7000	_
(11) (460) Texas St	City of Salem	0.61	6400	F	96%	0%	1%	1%	2%	0%	С	0.084	F	0.53	7000	F
ALT ALT	To. From:	Ly	nchburg Tn	ıpk		_										
11 (460 Texas St	City of Salem	0.24	2200	F	96%	0%	1%	1%	2%	0%	F	0.094	F	0.976	2400	F
ALT. ALT.	To: From:		Electric Rd	Į.												
ALT ALT (11) (460) (419) Electric Rd	City of Salem	0.53	Texas St 20000	F	96%	J 0%	1%	1%	2%	0%	F	0.086	F	0.585	22000	F
11 460 419 Electric Rd	To:	0.00	E Main St	-		7	170	170	_,,	070	•	0.000	•	0.000	22000	•
ALT	From:		419 Electric													
(11) (460) E Main St	City of Salem	0.44	16000	F	95%	1%	1%	1%	2%	0%	F	0.086	F	0.502	18000	F
ALT	To: From:		CL Roanol ECL Salem													
11 (460) Melrose Ave	City of Roanoke	0.65	18000	F	98%	J 0%	0%	1%	0%	0%	С	0.084	F	0.522	19000	F
11) 400			7 Peters Cro			···										
ALT	From:															
11 460 Melrose Ave	City of Roanoke	1.75	12000	F	95%	1%	1%	1%	2%	0%	F	0.086	F	0.508	13000	F
ALT	To- From:		24th St]										
(11) (460) (116) Melrose Ave	City of Roanoke	0.41	12000	F	95%	1%	1%	1%	2%	0%	F	0.077	F	0.503	13000	F
	To:		lem Turnpi	ke		1										

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

1		T TITTICAL Y CA	TO THEOLOG	410 1 101	1100							17		ъ.		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT	From:		alem Turnpi													
11 460 116 Orange Ave	City of Roanoke	1.00	14000	F	95%	1%	1%	1%	2%	0%	F	0.076	F	0.511	15000	F
ALT	To: From:	10TH	ST, Gainsb	oro Rd]—										
11 (460) (116) Orange Ave	City of Roanoke	0.90	17000	В	95%	1%	1%	1%	2%	0%	С	0.094	Α	0.513	18000	В
ALT ALT		I-581, U	IS 220, ALT	SR 220]										
ALT ALT (11) (460) (116) (220) Orange A	Ave City of Roanoke	0.24	45000	F	95%	1%	1%	1%	2%	0%	F	0.074	F	0.518	50000	F
$\overline{\qquad}$	To	US 1	1 Williamso	on Rd												
Bus	From:	US 11	, SR 254 NI													
11 250 Johnson St	City of Staunton	0.18	13000	G	97%	0%	1%	1%	0%	0%	F	0.078	F	0.564	14000	G
\bigcirc	To:		Augusta St													
Bus Now St	City of Stounton	0.14	Johnson St 2500	G	98%	□ 0%	1%	1%	0%	00/	F	0.092	F		2700	0
11 250 New St	City of Staunton									0%	•		Г			G
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	9200	G	98%	0%	1%	1%	0%	0%	F	NA			9800	G
Bus	To: From:		Frederick St	t												
11 250 New St	City of Staunton	0.36	930	G	98%	0%	1%	1%	0%	0%	С	0.108	F		990	G
(1) (230)	Combined Traffic Estimates for 2 Parallel Roadway			G	97%	0%	1%	1%	0%	0%	С	NA			4600	G
	T				0.70	٦	.,,	.,,	• 70	0,0	Ū				.000	•
Bus	From:	CI	hurchville A	ve												
11 Augusta St	City of Staunton	0.41	8600	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.500	9100	G
<u> </u>	Ta	Б	Edgewood R	d		1										
Bus Augusta Ct	From:	•			000/		40/	00/	00/	00/	_	0.004	F	0.54	44000	_
Augusta St	City of Staunton	0.28	10000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.51	11000	G
Bus	To: From:		Lambert St]—										
11 Augusta St	City of Staunton	1.14	8900	G	98%	0%	1%	0%	0%	0%	С	0.090	F	0.576	9500	G
(II) / lagueta et	ony or otaumon					٦	.,,	0,0	• 70	0,0	Ū	0.000	•	0.0.0	0000	•
Bus	From:		Coalter St													
11 Augusta St	City of Staunton	0.71	8400	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.503	8900	G
	To		Commerce R	ld												
Bus	From:		US 11			1										
Bus 11	Rockbridge County	0.03	6700	G	97%	1%	2%	0%	0%	0%	F	0.096	F	0.696	6700	G
	To	C	CL Lexingto	249		1										
Bus	From:															
₹11 Main St	City of Lexington	0.39	3600	G	97%	1%	2%	0%	0%	0%	С	0.100	F	0.608	3900	G
	To	,	Thornhill Ro	d		1										
Bus Nacio Ca	City of Lastin the	•			070/	40/	20/	00/	00/	00/	_	0.000	_	0.054	0500	0
11 Main St	City of Lexington	0.16	6100	G	97%	1%	2%	0%	0%	0%	F	0.096	F	0.651	6500	G
Bus	To: From:		Wallace St			}—										
11 Main St	City of Lexington	0.31	5600	G	97%	1%	2%	0%	0%	0%	F	0.103	F	0.661	6000	G
(11) main se	To:	0.01	White St		3.70	٦ . / ١	_ /0	3 /0	5 / 0	3 /0	•	5.700	•	0.001	3300	•
-		1														

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-		FIIIIai y ai	ia iritorate	alc rec	1100			Terr	ıck			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010	3+Axle		2Troil	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:		White St			1	ZAXIE	3+Axie	IIIali	ZITAII		Factor		Factor		
11 Main St	City of Lexington	0.31	3800	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.557	4000	G
(11)	Combined Traffic Estimates for 2 Parallel Roadways		6300	G	98%	0%	1%	0%	0%	0%	F	NA	•	0.00.	6700	G
	Ta-	or the reate.	Nelson St			7	170	0,0	070	070	•	101			0,00	
Bus	From:															
(11) Main St	City of Lexington	0.24	6000	G	98%	0%	1%	0%	0%	0%	F	0.082	F		6300	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	10000	G	98%	0%	1%	0%	0%	0%	F	NA			11000	G
Bus	To- From:	,	Jefferson St			}—										
11 Main St	City of Lexington	0.37	8700	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.558	9200	G
	To.		Letcher St			1										
Bus	From:				222/	_	407	201	201	00/			_			
Main St	City of Lexington	0.34	9100	G	98%	0% 7	1%	0%	0%	0%	С	0.084	F	0.515	9600	G
	. I		US 11	G:		1										
Bus 1,1	City of Lexington	0.35	US 11 Mai 2500	n St G	98%	J 0%	1%	0%	0%	0%	F	0.122	F		2700	G
(1,1)	Combined Traffic Estimates for 2 Parallel Roadways		6300	G	98%	0%	1%	0%	0%	0%	, F	NA	'		6700	G
	Combined Trainic Estimates for 2 Parallel Roadways				90%	U70 -	170	076	U70	0%	Г	INA			6700	G
Bus	To: From:		60 Nelson	St												
Bus 1,1	City of Lexington	0.24	4400	G	98%	0%	1%	0%	0%	0%	F	0.108	F		4600	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	0%	1%	0%	0%	0%	F	NA			11000	G
	To:	Bus	US 11 Mai	n St												
Truck Truck	From:		Commonwe													
(11) (421) (19) State St	City of Bristol (Maint: 95)	0.21	10000	G	92%	0%	2%	1%	4%	0%	F	0.088	F	0.547	11000	G
Truck Truck	Ta- From:	102-33	05 Piedmo	nt Ave]										
11 (421) (19) State St	City of Bristol (Maint: 95)	0.34	9800	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.537	10000	G
(1) (421) (3)	Ta		State St			1										
Truck Truck	From:															
(11) (19) Randall St	City of Bristol	0.93	7300	G	97%	0%	1%	1%	1%	0%	С	0.086	F	0.507	7800	G
Truck Truck	To- From:	C	umberland	St]										
11 (113) (19) Moore St	City of Bristol	0.12	10000	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.513	11000	G
	To:		Euclid Ave													
	From:	North (Carolina Sta	te Line												
13 Whaleyville Blvd	City of Suffolk (Maint: 61)	5.37	5500	Α	87%	0%	1%	1%	11%	0%	С	0.099	Α	0.639	5100	Α
	Tax	61-616	Mineral Sp	ring Rd		—										
(13) Whaleyville Blvd	From: L City of Suffolk (Maint: 61)	1.28	6300	G	87%	0%	1%	1%	11%	0%	F	0.086	F	0.645	5800	G
<u> </u>			7 Great For													
(13) Whaleyville Blvd	From:L City of Suffolk (Maint: 61)	0.82	7900	G	87%	0%	1%	1%	11%	0%	F	0.084	F	0.669	7300	G
(13) ************************************	any or durion (maint. 01)				0.70	7,0	1 /0	. 70	/0	3 /0	•	3.30→	•	0.000	. 500	J
13 Whaleyville Blvd	City of Suffally (Mainty SA)	2.22	Cypress Ch 7800		87%	0%	1%	1%	11%	0%	F	0.086	F	0.656	7300	G
(13) Whaleyville Blvd	City of Suffolk (Maint: 61)	61-759 S, V		G Spring		∪% 7	170	170	11%	U%	۲	0.086	г	0.000	1300	G
		01-137 S, V	CSt LIDEIT	y opring.	r.u	1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		, ,	445=		4.77	_		Trι	ıck			K	014	Dir	A A)A/E-T	014
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~	From:		West Libert													
(13) Whaleyville Blvd	City of Suffolk (Maint: 61)	1.06	8900	G	87%	0%	1%	1%	11%	0%	F	0.086	F	0.649	8300	G
<u> </u>	To- From:	61-7	59 Babbtow	vn Rd		}										
(13) Whaleyville Blvd	City of Suffolk (Maint: 61)	2.56	9300	G	87%	0%	1%	1%	11%	0%	F	0.088	F	0.647	8700	G
	To:	SR	32 Carolina	a Rd												
\sim	From:	SR 32	Whaleyvill	le Blvd												
(13) (32) Carolina Rd	City of Suffolk (Maint: 61)	1.64	15000	G	87%	0%	1%	1%	11%	0%	F	0.085	F	0.672	14000	G
\bigcirc	To:		BUS US 13													
~ · · · · · · · · · · · · · · · · · · ·	Prom:		13, SR 32 C			」	00/	00/	400/	00/	_	0.004	_		7000	_
(13) Southwest Suffolk Bypass	City of Suffolk (Maint: 61)	2.80	8100	F	76%	1%	2%	2%	18%	0%	С	0.094	F		7600	F
	To: From:	US	58 Holland Bus US 58													
13 58 Suffolk Bypass	City of Suffolk (Maint: 61)	1.41	29000	G	84%	」 1%	1%	1%	13%	0%	F	0.076	F	0.583	28000	G
[13] [58] Suffolk Bypass	City of Surfolk (Maint: 01)	1.41	29000	<u> </u>	04 /0	1 /0	1 /0	1 /0	13 /0	0 /6	ı	0.070	'	0.565	20000	G
~~~~	To: From:		04 Pitchkitt													
13 (58) Suffolk Bypass	City of Suffolk (Maint: 61)	1.88	31000	G	91%	0%	1%	1%	6%	0%	F	0.077	F	0.586	32000	G
$\bigcirc$	To:	US	460 Pruden	Blvd		1										
13 58 460 Suffolk Bypass	City of Suffolk (Maint: 61)	0.93	40000	G	91%	0%	1%	1%	6%	0%	F	0.078	F	0.645	40000	G
(13) (30) (400)	- ( · · · · · )					7										
0.45-11. D	To: From:		SR 32 Godv		040/		40/	40/	00/	00/	_	0.000	_	0.540	40000	_
$\fbox{13} \ \fbox{58} \ \fbox{460} \ \textrm{Suffolk Bypass}$	City of Suffolk (Maint: 61)	1.87	47000	G	91%	0%	1%	1%	6%	0%	F	0.080	F	0.546	48000	G
	To: From:	61-	-642 Wilroy	/ Rd		]										
13 (58) (460 Suffolk Bypass	City of Suffolk (Maint: 61)	2.30	38000	G	91%	0%	1%	1%	6%	0%	F	0.081	F	0.574	38000	G
$\bigcirc$	Tax	Bus US 13,I	Rus IIS 58 N	Military F	Iwy	1										
13 58 460 Military Hwy	City of Suffolk (Maint: 61)	3.24	54000	G	91%	0%	1%	1%	6%	0%	F	0.087	F	0.593	55000	G
(13) (36) (400)	To:		CL Chesape		0170	1	170	170	0,0	070	•	0.001	•	0.000	00000	Ŭ
	From:		ECL Suffol													
(13) (58) (460)	City of Chesapeake (Maint: 64)	2.41	63000	Α	91%	0%	1%	1%	6%	0%	С	0.096	Α	0.577	65000	Α
(13) (30) (400)	Tool					1										
$\bigcirc$	City of Olesson and (Marinto O.A.)	0.04	I-664		040/	00/	40/	40/	00/	00/		0.000		0.577	05000	
[13] [58] [460]	City of Chesapeake (Maint: 64)	0.64	63000	N	91%	0%	1%	1%	6%	0%	N	0.096	N	0.577	65000	N
	To- From:	U	IS 58; SR 19	91		]										
(13) (460) (191)	City of Chesapeake	0.18	6700	G	91%	1%	2%	2%	4%	0%	F	0.092	F	0.58	7200	G
$\bigcirc$	To:	SR 19	1, S Militar	rv Hwv		1										
(13) (460)	City of Chesapeake	0.45	6700	N	91%	1%	2%	2%	4%	0%	Ν	0.092	Ν	0.58	7200	Ν
(13) (400)	Combined Traffic Estimates for 2 Parallel Roadways o			N	0.70	.,,	_,,	_,,	.,,	0,70	• • •	NA		0.00	NA	••
	Combined Traine Estimates for 21 drailer (Cadways o					-1						14/3			INA	
~~~~	To: From:		m I-664; Sh											_		
(13) (460) Military Hwy	City of Chesapeake	2.44	7500	G	91%	1%	2%	2%	4%	0%	С	0.123	F	0.557	8100	G
~ ~ ·	To:		I-64			}										
13 460 Military Hwy	City of Chesapeake	1.37	16000	G	97%	0%	1%	1%	0%	0%	F	0.121	F	0.606	18000	G
	Tree		W- 1.			1										
Military Hyay	City of Chesapeake		orge Washi	ngton Hw G	y 97%	00/	10/	10/	00/	00/	F	0.115	F	0.522	10000	G
13 460 Military Hwy	City of Chesapeake	1.01	17000		9170	0% 7	1%	1%	0%	0%	Г	0.115	г	0.523	19000	G
	10.	SE	R 196 Canal	ŊΓ												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Douto	Jurisdiction	Length AADT	QA	4Tire	Due		Tru	ck		QC	K	OK	Dir	AAWDT	- 014
Route	Junsuiction			41116	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
13 460 Military Hwy	City of Chesapeake	SR 196 Cana 2.20 31000	l Dr	97%	」 0%	1%	1%	0%	0%	С	0.134	Α	0.508	35000	Α
13 460 Military Hwy	Tal	SR 166 Bainbrid		91 /0	□ 0 /0 □	1 70	1 /0	070	0 70	C	0.134	^	0.500	33000	^
13 Military Hwy	City of Chesapeake	1.09 26000	G BIVG								0.11	F	0.555	28000	G
(13)	To	Campostella			1										
13 Military Hwy	City of Chesapeake	0.65 27000	G	97%	0%	1%	1%	0%	0%	F	0.12	F	0.628	29000	G
	To-	SR 168 Battlefie	ld Blvd		1										
13 Military Hwy	City of Chesapeake	0.72 30000	G	95%	1%	2%	1%	1%	0%	F	0.101	F	0.578	33000	G
\bigcirc	To	Allison D	r		1										
13 Military Hwy	City of Chesapeake	0.41 32000	G	95%	1%	2%	1%	1%	0%	С	0.095	F	0.552	35000	G
	To- From:	Greenbrier P	kwy												
(13) Military Hwy	City of Chesapeake	1.67 34000	G	97%	0%	1%	0%	1%	0%	F	0.097	F	0.574	37000	G
<u> </u>	To: From:	SCL Virginia I NCL Chesap													
13 Military Hwy	City of Virginia Beach	0.67 31000	F	97%	0%	1%	0%	1%	0%	С	0.104	F	0.6	34000	F
	To	Indian River	Rd		1										
13 Military Hwy	City of Virginia Beach	1.02 47000	F	98%	0%	1%	1%	1%	0%	F	0.107	F	0.586	52000	F
	To:	SCL Norfo													
(13) Military Hwy	City of Norfolk	WCL Virginia 0.85 46000	Beach F	98%	0 %	1%	1%	1%	0%	С	0.097	F	0.629	50000	F
(13)	Tal		•		7	.,,	.,,	.,,	0,0		0.00.	•	0.020	00000	
13 Military Hwy	City of Norfolk	0.95 48000	F	97%	1%	1%	0%	1%	0%	F	0.083	F	0.61	52000	F
(13)	To	US 58 Virginia Be			···	.,,		.,,							
13 Military Hwy	From: ☐	1.23 48000	F	97%	1%	1%	0%	1%	0%	С	0.073	F	0.526	53000	F
	To	SR 165; SR	166		1										
(13) (165) (166) Northampton Blvd	City of Norfolk	0.10 48000	N	97%	1%	1%	0%	1%	0%	Ν	0.073	Ν	0.526	53000	Ν
	Ta	SR 165 Kempsy	ille Rd												
(13) (166) Northampton Blvd	City of Norfolk	0.78 36000	F	93%	0%	1%	3%	2%	0%	С	0.101	F	0.532	37000	F
	To- From:	I-64													
(13) (166) Northampton Blvd	City of Norfolk	0.20 85000	F	95%	0%	2%	0%	3%	0%	F	0.079	F	0.598	89000	F
	To: From:	WCL Virginia NCL Norfo													
13 (166) Northampton Blvd	City of Virginia Beach	0.95 64000	F	95%	0%	2%	0%	3%	0%	F	0.077	F	0.529	66000	F
	To-	SR 166 Diamond S			1										
13 Northampton Blvd	City of Virginia Beach	2.14 38000	A	95%	0%	2%	0%	3%	0%	С	0.095	Α	0.64	40000	Α
	Tac	SR 225 Independe	ence Blvd	[—										
Northampton Blvd	City of Virginia Beach	1.19 26000	F	95%	0%	2%	0%	3%	0%	F	0.079	F	0.636	27000	F
<u></u>	To- Fram-	US 60 Shore	Dr]—										
(13) Northampton Blvd	City of Virginia Beach	0.78 11000	F	95%	0%	2%	0%	3%	0%	F	0.072	F	0.502	12000	F
~	To:	NCL Virginia	Beach												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-		Primary ar	id iiilei Sta	1100	1100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	NCI	Virginia B	each		Ī	27 040	0 17 040	111011	211011		, dotoi		1 40101		
(13) Chesapeake Bay Bridge Tunnel	Northampton County	19.14	9300	G	92%	1%	2%	0%	5%	0%	F	0.074	F	0.544	8800	G
\sim	To- From:		65-600			1										
13	Northampton County	4.78	9700	G	92%	1%	2%	0%	5%	0%	F	0.073	F	0.548	9200	G
	To- From:		65-624													
13	Northampton County	4.56	11000	G	92%	1%	2%	0%	5%	0%	F	0.074	F	0.557	10000	G
	To- From:	US 13	Bus S of Ch	neriton]										
13	Northampton County	1.28	13000	G	92%	1%	2%	0%	5%	0%	F	0.072	F	0.555	12000	G
	To- From:	SV	WCL Cherito	on]										
13	Town of Cheriton (Maint: 65)	0.07	13000	N	92%	1%	2%	0%	5%	0%	Ν	0.072	Ν	0.555	12000	Ν
	To- From:	SM	lid CL Cher	riton		}—										
13	Northampton County	0.29	13000	N	92%	1%	2%	0%	5%	0%	Ν	0.072	Ν	0.555	12000	Ν
	To- From:	NM	lid CL Cher	iton		}—										
13	Town of Cheriton (Maint: 65)	0.07	13000	N	92%	1%	2%	0%	5%	0%	Ν	0.072	Ν	0.555	12000	Ν
	To- From:	US 13	Bus N of Cl	heriton]										
13	Town of Cheriton (Maint: 65)	0.48	12000	G	92%	1%	2%	0%	5%	0%	F	0.071	F	0.555	12000	G
	To- From:	N	ICL Cherito	n]										
13	Northampton County	2.73	12000	N	92%	1%	2%	0%	5%	0%	Ν	0.071	Ν	0.555	12000	Ν
	To- From:	US 13	Bus S of Ea	stville]										
13 13 13	Northampton County	1.06	14000	G	92%	1%	2%	0%	5%	0%	F	0.072	F	0.517	13000	G
	Too. From:	S	CL Eastville	e]										
13)	Town of Eastville (Maint: 65)	0.24	14000	N	92%	1%	2%	0%	5%	0%	Ν	0.072	Ν	0.517	13000	Ν
	To- From:	N	ICL Eastvill	e]										
(13)	Northampton County	1.03	14000	N	92%	1%	2%	0%	5%	0%	Ν	0.072	Ν	0.517	13000	Ν
	To- From:	US 13	Bus N of Ea	astville]										
13	Northampton County	2.45	13000	G	92%	1%	2%	0%	5%	0%	F	0.074	F	0.533	12000	G
	To- From:		65-628]										
13	Northampton County	3.29	13000	G	92%	1%	2%	0%	5%	0%	F	0.073	F	0.514	13000	G
	To- From:		65-620			}—										
13	Northampton County	2.41	14000	G	92%	1%	2%	0%	5%	0%	F	0.072	F	0.515	13000	G
	To: From:	SC	L Nassawad	lox]										
13	Town of Nassawadox (Maint: 65)	0.85	14000	N	92%	1%	2%	0%	5%	0%	Ν	0.072	Ν	0.515	13000	Ν
	To- From:		65-678]										
13	Town of Nassawadox (Maint: 65)	0.13	16000	G	92%	1%	2%	0%	5%	0%	F	0.074	F	0.541	15000	G
	To- From:	NC	L Nassawad	lox		}—										
13	Northampton County	2.63	16000	N	92%	1%	2%	0%	5%	0%	Ν	0.074	Ν	0.541	15000	Ν
<u> </u>	To:	US 13	Bus S of E	xmore												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and mile					Trı	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
\sim	From:	US 13 Bus S		000/	10/	00/	00/	5 0/	00/	_	0.077	_	0.500	40000	
13	Northampton County	1.25 1700		92%	1% ¬	2%	0%	5%	0%	F	0.077	F	0.528	16000	G
13	Town of Exmore (Maint: 65)	0.15 1700		92%	1%	2%	0%	5%	0%	N	0.077	N	0.528	16000	N
10)	Tac	SR 183 E			—										
13	Town of Exmore (Maint: 65)	0.52 1600	0 N	92%	1%	2%	0%	5%	0%	N	0.077	N	0.506	15000	N
13 13	Town of Exmore (Maint: 65)	0.21 1600		92%	1%	2%	0%	5%	0%	F	0.077	F	0.506	15000	G
<u>~</u>	To- From:	NCL Ex	more]—										
(13)	Northampton County	0.14 1600		92%	1%	2%	0%	5%	0%	Ν	0.077	N	0.506	15000	N
(13)	Accomack County (Maint: 65)	US 13 Bus Exn 0.19 1800	_	92%	1%	2%	0%	5%	0%	F	0.079	F	0.504	17000	G
	To:	Accomack Co			1										
13	Accomack County	Northhampton (2.94 210 0		92%	1%	2%	0%	5%	0%	F	0.084	F	0.53	19000	G
~	To- From:	SCL Pa		000/]	00/	00/	5 0/	00/		0.004		0.50	10000	
13	Town of Painter (Maint: 01)	0.43 2100		92%	1%	2%	0%	5%	0%	N	0.084	N	0.53	19000	N
13	Town of Painter (Maint: 01)	0.46 180 0	0 G	92%	1%	2%	0%	5%	0%	F	0.083	F	0.517	17000	G
13	Accomack County	1.84 1800		92%	1%	2%	0%	5%	0%	N	0.083	N	0.517	17000	N
	To- From:	SCL Ke]—										
13	Town of Keller (Maint: 01)	0.38 180 0	0 N	92%	1%	2%	0%	5%	0%	N	0.083	N	0.517	17000	N
	Town of Kolley (Maint) 970	S SR 1		92%	1%	2%	0%	5%	0%	F	0.081	F	0.524	19000	G
13 180	Town of Keller (Maint: 01)			92%	170	270	0%	5%	0%	Г	0.061	Г	0.524	18000	G
(13) (180)	Accomack County	0.01 1900		92%	1%	2%	0%	5%	0%	N	0.081	N	0.524	18000	N
\times_	To: From:	N SR]										
13)	Accomack County	0.53 1800		92%	1% ¬	2%	0%	5%	0%	С	0.128	Α	0.591	17000	Α
13	Accomack County	1.01 2200		92%	1%	2%	0%	5%	0%	F	0.083	F	0.555	20000	G
	Too From:	SCL M]—										
13	Town of Melfa (Maint: 01)	0.37 2000		92%	1% ¬	2%	0%	5%	0%	F	0.079	F	0.533	19000	G
13	Town of Melfa (Maint: 01)	01-T6 0.50 2000		92%	1%	2%	0%	5%	0%	F	0.080	F	0.555	19000	G
~	To: From:	NCL M]	_									
13	Accomack County	2.16 210 0		92%	1%	2%	0%	5%	0%	F	0.081	F	0.531	20000	G
<u>~</u>	Tn-	SCL O	nley												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary a	in intorott	210 1 101				Trı	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
13	From: Town of Onley (Maint: 01)	1.00	SCL Onley 22000	G	92%	1%	2%	0%	5%	0%	F	0.082	F	0.632	21000	G
13	Town of Onley (Maint: 01)	0.17	SR 179 23000	G	92%	1%	2%	0%	5%	0%	F	0.08	F	0.586	22000	G
13	Accomack County	2.97	NCL Onley 18000	G	92%	1%	2%	0%	5%	0%	F	0.078	F	0.565	17000	G
<u>(13)</u>	Town of Accomac (Maint: 01)	0.15	19000	G G	92%	1%	2%	0%	5%	0%	F	0.079	F	0.585	17000	G
<u>(13)</u>	Accomack County	1.39	ICL Accoma 19000	G G	92%	1%	2%	0%	5%	0%	F	0.083	F	0.591	18000	G
13)	Accomack County	US 13 4.48	Bus N of Ac 20000	G	92%	1%	2%	0%	5%	0%	F	0.080	F	0.507	19000	G
13 13 13 13 13 13	Accomack County	8.14	01-676 21000	G	92%	1%	2%	0%	5%	0%	F	0.081	F	0.505	19000	G
13	Accomack County	3.74	01-695 19000	G	92%	1%	2%	0%	5%	0%	F	0.08	F	0.504	17000	G
13	Accomack County	4.09	75 Nashs Co 19000 ryland State I	G	92%] <u> </u>	2%	0%	5%	0%	F	0.082	F	0.528	18000	G
	From.		S 13 S of Onl			<u> </u>										
Bus 13	Town of Onley (Maint: 01)	0.98	3300	G	98%	」 1% ■	1%	0%	1%	0%	F	0.090	F	0.502	3300	G
Bus (13)	Accomack County	0.79	NCL Onley	N	98%	1%	1%	0%	1%	0%	N	0.090	N	0.502	3300	N
Bus (13)	Accomack County	1.01	R 126; SR 3 3000	16 G	98%	1%	1%	0%	1%	0%	F	0.086	F	0.512	3000	G
Bus 13	Accomack County	0.79	01-659 3100	G	98%] 1%	1%	0%	1%	0%	С	0.097	F	0.547	3100	G
Bus 13	Town of Accomps (Maint 04)		SCL Accoma		98%]	10/	00/	40/	00/	N	0.007	NI.	0.547	2400	NI.
13) Bus	Town of Accomac (Maint: 01)	0.31	3100 01-764	N	98%	1%]——	1%	0%	1%	0%	IN	0.097	N	0.547	3100	N
Bus 13	Town of Accomac (Maint: 01)	0.89	2800 NCL Accoma	G	98%	1%	1%	0%	1%	0%	F	0.088	F	0.570	2900	G
Bus (13)	Accomack County	0.96 US	2800 13 N of Acco	N	98%	1% 1	1%	0%	1%	0%	N	0.088	N	0.570	2900	N
Bus 13	Northampton County	0.40	13 S of Exm 2400	G	95%	0%	2%	1%	1%	0%	С	0.093	F	0.5	2400	G
~	To:		SCL Exmore	e												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu ii ilei sia	ile Not	1100			Tn	ı alı			V		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus (13)	From:		SCL Exmore		0=0/]	201	407	407	00/						
[13]	Town of Exmore (Maint: 65)	1.57	2400	N	95%	0%	2%	1%	1%	0%	N	0.093	N	0.5	2400	N
	To- From:	1	NCL Exmore	9		}										
DUS (10)	Northampton County	0.17	2400	N	95%	0%	2%	1%	1%	0%	N	0.093	N	0.5	2400	N
Bus (13)	To-		13 N of Exm		3370	7	270	1 70	170	0 70	14	0.000	11	0.5	2400	11
	From:					1										
Bus 13			13 S of Easty		000/]	00/	00/	00/	00/	_	0.400	_	0.550	4000	0
13)	Northampton County	1.17	1900	G	92%	2%	3%	0%	3%	0%	С	0.108	F	0.556	1900	G
	To- From:	S	CL Eastville	e		}										
Bus 13	Town of Eastville (Maint: 65)	0.17	1900	N	92%	2%	3%	0%	3%	0%	N	0.108	Ν	0.556	1900	N
(13)	Town of Lastville (Maint. 03)	0.17	1300	14	9Z /0		370	0 70	370	0 70	11	0.100	IN	0.550	1300	14
	To- From:	65	-631 Eastvil	lle		_										
Bus 13	Town of Eastville (Maint: 65)	0.19	2100	G	92%	2%	3%	0%	3%	0%	F	0.131	F	0.575	2100	G
(13)					0=70		0,0	0,0	0,0	0,0	•	0	•	0.0.0		•
	To- From:	N	ICL Eastville	e		<u> </u>										
Bus 13	Northampton County	1.18	2100	N	92%	2%	3%	0%	3%	0%	Ν	0.131	Ν	0.575	2100	Ν
	To:	US	13 N of East	ville												
Rue	From:	ZII	13 S of Cher	riton												
(13)	Northampton County	0.80	2700	G	91%	」 1%	3%	1%	4%	0%	С	0.09	F	0.543	2700	G
Bus (13)	- Torthampton county				0170	- ''	0,0	170	170	070	Ū	0.00	•	0.010	2,00	Ü
Bus	From	S	CL Cheritor	1		—										
Bus 13	Town of Cheriton (Maint: 65)	0.79	2700	N	91%	1%	3%	1%	4%	0%	Ν	0.09	Ν	0.543	2700	Ν
	To:	U	S 13 Cherito	n												
Bus	From:	LIS 13 Sou	thwest Suffe	ok Byna	22											
(13) (32) Carolina Rd	City of Suffolk (Maint: 61)	1.17	12000	<u> </u>	87%	J 0%	1%	1%	11%	0%	F	0.083	F	0.649	12000	F
(13) (32) Odromia ra	Only of Garron (Marin: 01)				01 70	- 070	170	170	1170	070	•	0.000	•	0.010	12000	•
Bus	To: From:	Ol	d SCL Suffo	lk		-										
Bus (13) (32) Carolina Rd	City of Suffolk	0.54	15000	G	87%	0%	1%	1%	11%	0%	F	0.089	F	0.678	14000	G
(10) (22)	То:		Fayette St			1										
Bus	From:	US 13	; SR 32 Faye	ette St												
Bus (13) (32) Main St	City of Suffolk	0.34	14000	G	97%	0%	2%	0%	0%	0%	F	0.087	F	0.66	15000	G
	To	1	Begin SR 10													
Bus	From:					J										
(13) (32) (10) Main St	City of Suffolk	0.68	22000	G	97%	0%	2%	0%	0%	0%	С	0.084	F	0.548	24000	G
\bigcirc	To:		58; Bus US													
Bus Bus Bus	From:		R 32 Main S			J							_			_
(13) (58) (460) Constance Road	City of Suffolk	0.66	15000	G	91%	0%	2%	2%	4%	0%	F	0.086	F	0.564	16000	G
~ ~ ~	To:	OL	D ECL Suff	olk												
Bus Bus Bus	City of Coeffolis (Mainte 24)	4.00	Pinner St		040/	J 00/	20/	20/	40/	00/	_	0.000	_	0.500	20002	0
13 58 460 Portsmouth Blvd	City of Suffolk (Maint: 61)	1.60	19000	G	91%	0%	2%	2%	4%	0%	С	0.088	F	0.562	20000	G
Pug Pug Pug	To- Fram-	SR 33	37 Washingt	on St		}										
Bus Bus Bus Sus Sus	City of Suffolk (Maint: 61)	1.22	24000	G	92%	0%	3%	10/	3%	0%	С	0.087	F	0.638	26000	G
13 (58) (460) Portsmouth Blvd	City of Suffork (Mairit, 61)				9270	∪% 7	370	1%	370	U%	C	0.007	г	0.030	20000	G
	10.	US I.	3, US 58, US	3 400		1										

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

		Primary and inte					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	T QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	Cumberland County	7.19 79 0		87%	1%	4%	2%	7%	0%	С	0.094	F	0.620	800	G
(13)	To:	Powhatan Co		0170	7	470	270	1 70	070	C	0.094	Г	0.020	800	G
	From:	Cumberland C]										
13	Powhatan County	4.07 140		87%	1%	4%	2%	7%	0%	F	0.096	F	0.61	1400	G
13	Powhatan County	6.51 210		87%	1%	4%	2%	7%	0%	F	0.101	F	0.673	2100	G
(13)	Townstan County	72-6			۰ <i>٬</i> ۰۰	470	270	7 70	070	•	0.101	'	0.070	2100	
13	Powhatan County	2.22 540		96%	1%	1%	1%	2%	0%	С	0.1	F	0.869	5400	G
	To- From:	72-10	02]—										
13	Powhatan County	1.44 450	0 G	96%	1%	1%	1%	2%	0%	F	0.114	F	0.647	4500	G
	To- From:	72-10		/	<u> </u>					_		_			
13 13	Powhatan County	0.28 250		96%	1%	1%	1%	2%	0%	F	0.092	F	0.56	2500	G
12	Powhatan County	2.37 290		96%	1%	1%	1%	2%	0%	F	0.084	F	0.515	2900	G
(13)	To:	US 60 Good		0070]	170	170	270	070	'	0.004		0.010	2000	
	From:	US 360; St Step													
14	King & Queen County	6.14 32 0) F	75%	1%	3%	2%	19%	0%	F	0.106	F	0.529	330	F
	To- From	49-6		75%		20/	2%	19%	0%	F	0.004	F	0.042	470	F
14)	King & Queen County	1.81 46 0		75%	1% ¬	3%	2 %	19%	0%	Г	0.084	Г	0.613	470	Г
14)	King & Queen County	9.74 34 0		75%	1%	3%	2%	19%	0%	С	0.106	F	0.568	350	F
	To	49-617 King an	d Oueen C I												
14	King & Queen County	5.63 76 0		75%	1%	3%	2%	19%	0%	F	0.095	F	0.518	770	F
	To- From:	49-6	14]—										
14	King & Queen County	6.81 220	0 F	75%	1%	3%	2%	19%	0%	F	0.096	F	0.533	2300	F
	To From:	SR 33 Shao		000/]	40/	00/	00/	00/		0.007	_	0.00	40000	
14) (33)	King & Queen County	1.66 110		90%	1%	1%	2%	6%	0%	С	0.087	F	0.66	12000	F
14	King & Queen County	SR 33 Shackle 4.95 370		90%	1%	1%	3%	6%	0%	С	0.099	F	0.649	3800	F
14)	To:	Gloucester C	ounty Line		1	.,,			0,70		0.000	•	0.0.0		
	Gloucester County	King & Queen 1.04 390		90%	 1%	1%	3%	6%	0%	F	0.088	F	0.648	4000	F
14)	Toloucester County			90 /0	1 <i>7</i> 0	1 /0	370	070	0 70	'	0.000	'	0.040	4000	'
(14) (17)	Gloucester County	3.73 110		96%	0%	2%	0%	1%	0%	F	0.079	F	0.538	12000	F
	_ Tre	36-6			_										
(14) (17)	Gloucester County	1.65 120		96%	0%	2%	0%	1%	0%	F	0.080	F	0.544	13000	F
	To- From	36-606]—										
14) (17)	Gloucester County	2.45 140 0		96%	0%	2%	0%	1%	0%	F	0.085	F	0.577	15000	F
~ ~	10:	US 17; Bu	s US 17		1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		17; Bus US]										
(14) (17)	Gloucester County	0.56	7300	F	98%	1%	1%	1%	0%	0%	С	0.086	F	0.516	7400	F
Bus	To: From:		36-1007]										
14) (17)	Gloucester County	0.71	12000	F	98%	1%	1%	1%	0%	0%	F	0.087	F	0.564	12000	F
	To:		SR 3													
	Gloucester County	2.18	Bus US 17 18000	F	97%	」 1%	1%	1%	1%	0%	F	0.091	F	0.640	18000	F
14 3	Glodeester County	2.10			37 70	7	170	1 /0	170	0 70	•	0.001	•	0.040	10000	'
(14) (3)	Gloucester County	4.07	36-623 13000	F	97%	1%	1%	1%	1%	0%	С	0.091	F	0.655	13000	
(14) (3)	To:		ews County		01 70	٦ ' '	170	170	170	070	Ü	0.001	•	0.000	10000	•
	From:	Glouce	ester Count													
(14) (3)	Mathews County	0.11	10000	G	95%	0%	2%	1%	1%	0%	F	0.087	F	0.654	10000	G
	Ta: From:	SR 3	Fort Nons]—										
14	Mathews County	2.75	6000	G	95%	1%	2%	1%	1%	0%	F	0.091	F	0.65	6000	G
	To- From:		57-617]										
14	Mathews County	1.38	5200	G	95%	1%	2%	1%	1%	0%	F	0.091	F	0.620	5200	G
	To- From:		7-660 Foste]										
14)	Mathews County	3.15	6000	G	95%	1%	2%	1%	1%	0%	F	0.087	F	0.567	6000	G
	To: From:		SR 198 IN			}—										
(14) (198)	Mathews County	1.69	7700	G	95%	1%	2%	1%	1%	0%	С	0.088	F	0.5	7600	G
	To- From:		SR 198 IN			}—										
14	Mathews County	0.62	5600	G	96%	1%	2%	1%	1%	0%	С	0.088	F	0.621	5500	G
	To- From:	E 57	7-611 Math			}—										
14	Mathews County	4.65	3400	G	96%	1%	2%	1%	1%	0%	F	0.089	F	0.617	3400	G
	To- From:		7-604 Susa]—										
14	Mathews County	1.88	1100	G	96%	1%	2%	1%	0%	0%	С	0.092	F	0.588	1100	G
	To- From:	57-602 E	East of Shac	dow P O		}										
14	Mathews County	1.74	390	G	96%	1%	2%	1%	0%	0%	F	0.1	F	0.578	390	G
	To:		ayside Wha			<u> </u>										
	From:		Carolina Sta		070/	10/	00/	40/	100/	00/	_	0.000	_	0.544	0000	
15	Mecklenburg County	4.76	2900	G	87%	1%	2%	1%	10%	0%	С	0.089	F	0.514	2900	G
\bigcirc	Macklands on County		Noblin Fa		070/	40/	20/	40/	400/	00/		0.404	_	0.540	0700	
15	Mecklenburg County	0.59	6800	G	87%	1%	2%	1%	10%	0%	F	0.101	F	0.518	6700	G
	Tac From:		L Clarksvi		070/	40′	601	401	400/	001		0.404	٠.	0.540	0700	
15	Town of Clarksville (Maint: 58)	0.73	6800	N	87%	1%	2%	1%	10%	0%	N	0.101	N	0.518	6700	N
	To: From:		US 58		2001		201	40/	40/	201		2.42:	_	0.705		
[15] [58] [49]	Town of Clarksville (Maint: 58)	0.88	8000	G	92%	1%	3%	1%	4%	0%	С	0.101	F	0.528	8000	G
-	10.	NC	CL Clarksvi	ne												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction			A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	0.84	CL Clarksville 8000 N	92%	10/	20/	10/	4%	00/	N.I	0.101	NI.	0.500	9000	NI
[15] [58] [49]	Mecklenburg County				1%	3%	1%	4%	0%	N	0.101	N	0.528	8000	N
	Mooklophura County		East of Clarksvil		0%	3%	1%	8%	0%	F	0.086	F	0.533	6400	G
(15) (49)	Mecklenburg County	1.60			U%	370	1 70	070	U 70	Г	0.000	г	0.555	0400	G
	Mecklenburg County	6.83	Near Dortch Sto		0%	3%	1%	8%	0%	С	0.101	F	0.515	1700	G
15	To:		otte County Line		7 070	370	1 /0	0 /0	0 /0	C	0.101	1	0.515	1700	G
	From:		nburg County Li												
15	Charlotte County	7.39	1200 F	87%	0%	3%	1%	8%	0%	F	0.101	F	0.558	1300	F
	To-	SR 92	Barnes Junction	1	_										
15	Charlotte County	3.24	2100 F		0%	3%	1%	8%	0%	F	0.103	F	0.573	2100	F
	To:	LIS 360	Near Wylliesbu	ro											
(15)(360)	Charlotte County	3.88	5100 F		10%	7%	2%	15%	1%	F	0.079	F	0.522	5200	F
(13) (300)	To		17 Krafton Gate												
(15)(360)	From: Charlotte County	6.60	4900 F	66%	10%	7%	2%	15%	1%	С	0.083	F	0.531	5000	F
(13) (300)	Tariotto County				¬.,,,		270	10 70	1,0	Ü	0.000	·	0.001	0000	•
(15)(360)	Charlotte County	3.36	15 South of Keys 4600 F	71%	6%	2%	2%	16%	2%	С	0.073	F	0.512	4700	F
(15) (360)	onanotic county			7 1 70	-	270	270	10 /0	270	O	0.073	•	0.012	4700	•
$\overline{\bigcirc}$	Ch cylette County		40 Keysville	75%	40/	40/	20/	400/	40/		0.077		0.507	4000	
[15] [360]	Charlotte County	2.04	4800 F		1%	1%	2%	19%	1%	С	0.077	F	0.527	4900	F
~	To- From:		US 15 North of		_										
15	Charlotte County	1.66	3300 F		1%	3%	1%	6%	0%	F	0.079	F	0.576	3300	F
	From:		dward County L otte County Line												
15	Prince Edward County	4.49	3300 C		1%	3%	1%	6%	0%	С	0.084	F	0.701	3300	G
19	To		73-633		_										
15	From:L Prince Edward County	7.65	4300 C	90%	1%	3%	1%	6%	0%	F	0.086	F	0.709	4300	G
(15)	Tariff			0070	¬ ''	0,0	170	0,0	070	•	0.000	·	0.700	1000	Ü
	Prince Edward County	2.83	133 Kingsville	92%	0%	3%	2%	3%	0%	С	0.079	F	0.649	7600	G
15	Time Edward County					370	2 /0	370	0 70	C	0.073	'	0.049	7000	O
	From:	·	US 15 South of			20/	40/	400/	40/		0.400		0.500	0.400	
15 460	Prince Edward County	4.56	8600 F	86%	1%	2%	1%	10%	1%	С	0.103	В	0.536	8400	F
Bus	To- From:	US 460	West of Farmvi	lle	\bot										
(15) (460)	Prince Edward County	0.24	5100 C	86%	1%	2%	1%	10%	1%	F	0.084	F	0.582	5100	G
	To:	BUS US 15	Northwest of Fa	rmville											
15	Prince Edward County	1.77	4300 C		0%	2%	1%	5%	0%	С	0.089	F	0.583	4300	G
	To:	Bucking	gham County Li	ne											
~	From:		dward County L				40/	40/							
15	Buckingham County	9.30	3800 F	91%	1%	3%	1%	4%	0%	С	0.093	F	0.578	3900	F
	To- From:		14-600												
15	Buckingham County	5.46	4300 F		1%	3%	1%	4%	0%	F	0.086	F	0.556	4400	F
	To:	US 60	Sprouses Corne	r											

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			id interst					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
\sim	From:) Sprouses (]										
(15)	Buckingham County	1.45	9400	F	89%	1%	2%	2%	6%	0%	F	0.093	F	0.539	9600	F
	To- From:		20 Near Dil	_]										
15	Buckingham County	0.39	8800	F	89%	1%	2%	2%	6%	0%	F	0.091	F	0.501	8900	F
	To- From:		VCL Dillwy			}										
(15) (15)	Town of Dillwyn (Maint: 14)	1.10	8800	N	89%	1%	2%	2%	6%	0%	N	0.091	Ν	0.501	8900	N
~	To- From:		ECL Dillwy			}—										
(15)	Buckingham County	6.39	4700	G	89%	1%	2%	2%	6%	0%	F	NA			4600	G
~	To- From:		14-622			}—										
(15)	Buckingham County	5.44	4000	F	89%	1%	2%	2%	6%	0%	С	0.087	F	0.549	4100	F
(15) (15)	To- From:		14-715]										
(15)	Buckingham County	3.03	4300	F	89%	1%	2%	2%	6%	0%	F	0.081	F	0.552	4400	F
	To:		anna County			-										
15	Fluvanna County	4.54	4500	G Line	89%	」 1%	2%	2%	6%	0%	F	0.078	F	0.589	4500	G
15)	r lavarita Gourty					٦ '	270	270	070	0 70	•	0.070	•	0.000	4000	O
15 6 James Madison Hwy	Fluvanna County	SR 6 West 1.99	River Rd; 1	Fork Uni G	on 90%	1%	3%	1%	6%	0%	F	0.082	F	0.556	5100	G
15 6 James Madison Hwy	r lavarria Gourty				30 70	7	370	1 /0	070	0 70	'	0.002	•	0.550	3100	J
	Fluvanna County	SR 6 E 4.31	ast River Ro 4100	d; Dixie G	90%	1%	3%	1%	6%	0%	F	0.088	F	0.599	4100	G
15)	i idvanna County	4.51			90 /6	1 /0	3 /0	1 /0	0 /0	0 /0	'	0.000	'	0.599	4100	G
	From:	2.00	32-649		90%	1%	3%	40/	6%	00/		0.000		0.000	4700	
15	Fluvanna County	2.06	4700	G	90%	1%	3%	1%	6%	0%	С	0.082	F	0.632	4700	G
	To- From:		R 53 Palmy		2001	<u> </u>		10/	-0/	201			_			
(15) (15)	Fluvanna County	0.42	5800	G	90%	1%	3%	1%	5%	0%	С	0.079	F	0.579	5900	G
\sim	Tay From:		32-601			<u> </u>										
[15]	Fluvanna County	8.23	5400	G	90%	1%	3%	1%	6%	0%	F	0.085	F	0.731	5400	G
	From		County Line County Lin													
15)	Louisa County	0.45	11000	G	90%	1%	3%	1%	6%	0%	F	0.089	F	0.739	11000	G
	To-		I-64			1										
15	Louisa County	6.95	4800	G	87%	0%	2%	1%	9%	0%	С	0.087	F	0.513	4800	G
	Too		2 Boswells 7					.,.								
(15)	From: Louisa County	3.61	5100	G	88%	1%	3%	1%	8%	0%	С	0.084	F	0.506	5000	G
(15)	Estilist Sounty					7	070	170	070	0 70	Ü	0.004	•	0.000	0000	Ü
15 33 James Madison Hwy	Louisa County	US 33 Sc 0.45	outh Spotsw 8600	vood Trai	1 88%	1%	3%	1%	8%	0%	F	0.079	F	0.555	8600	G
[15] [33] James Madison Hwy	Louisa County				0070	1 70	J ⁻⁷ /0	1 70	O /0	U 70	r	0.079	ı	0.555	0000	G
Mortinghuss Ave	Town of Condens ille (Maint CO)		L Gordonsv		000/	10/	20/	10/	00/	00/		0.005	_	0.500	9000	
15 (33) Martinsburg Ave	Town of Gordonsville (Maint: 68)	1.12	8900 S SR 231	G	88%	1% 7	3%	1%	8%	0%	F	0.085	F	0.589	8900	G
	From		US 33			1										
<u>[15]</u>	Town of Gordonsville (Maint: 68)	0.18	13000	N	88%	1%	4%	1%	5%	0%	Ν	0.087	Ν	0.564	13000	Ν
	To:	NC	L Gordonsv	ville		1										

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

		Plillary ar	14 111101010	410 1 100				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~	From:		L Gordonsv													
(15)	Orange County	4.51	13000	G	88%	1%	4%	1%	5%	0%	F	0.087	F	0.564	13000	G
	To: From:		68-639]										
15	Orange County	2.25	10000	G	88%	1%	4%	1%	5%	0%	С	0.087	F	0.502	10000	G
~~	To-		SCL Orange		000/		00/	40/	E 0/	00/		0.000		0.500	44000	
15) James Madison Highway	Town of Orange	1.13	11000	G	90%	1%	3%	1%	5%	0%	С	0.088	F	0.506	11000	G
Occasion Otropit	To- From:		ordonsville		040/	10/	00/	40/	40/	00/		0.000		0.500	4.4000	
15 Caroline Street	Town of Orange	0.28	14000	G	91%	1%	3%	1%	4%	0%	С	0.086	F	0.526	14000	G
\sim	To- From:		S SR 20		2221]	10/	101	=0/						10000	
15 20	Town of Orange	0.17	13000	G	88%	1%	4%	1%	5%	0%	F	0.085	F	0.509	13000	G
~~	To- From:		0 Caroline S		2221				201		_					
15 Madison Street	Town of Orange	0.24	8800	G	93%	1%	3%	0%	3%	0%	С	0.085	F	0.520	8800	G
~~	From:		Main Street		050/		00/	00/	00/	00/		0.000	_	0.545	47000	
15 Madison Street	Town of Orange	0.61	16000	G	95%	1%	2%	0%	2%	0%	С	0.086	F	0.545	17000	G
~	To: From:		afayette Stre] 										
15) James Madison Highway	Town of Orange	1.10	8800	G	93%	0%	2%	1%	4%	0%	С	0.087	F	0.517	8800	G
~	To- From:		21 NCL Or			}										
15)	Orange County	1.32	7800	G	91%	1%	2%	1%	5%	0%	F	0.086	F	0.526	7800	G
	From:		son County													
15	Madison County	0.39	7800	G	91%	1%	2%	1%	5%	0%	F	0.09	F	0.548	7800	G
*	Ta	SR 230	Near Madis	on Mills		1										
15	Madison County	4.92	4300	G	91%	1%	2%	1%	5%	0%	С	0.081	F	0.512	4300	G
``	To:		eper County]										
~~	From:		son County		91%	」 1%	20/	40/	- 0/	0%	F	0.00	F	0.007	4000	
15)	Culpeper County	5.10	4600	G	91%	170	2%	1%	5%	0%	Г	0.09	Г	0.637	4600	G
	From:	4 44	23-649		040/	10/	20/	40/	F 0/	00/	F	0.005		0.505	5000	
15	Culpeper County	1.41	5900	G	91%	1%	2%	1%	5%	0%	r	0.085	F	0.585	5900	G
	To- From:	0.40	23-692		0.40/		00/	40/	5 0/	00/	_	0.004	_	0.000	0.100	
15	Culpeper County	2.16	6100	G	91%	1%	2%	1%	5%	0%	F	0.081	F	0.608	6100	G
	To- From:		South Of Co		2221]	40/	101	=0/						10000	
15) (29)	Culpeper County	1.32	22000	G	92%	1%	1%	1%	5%	0%	F	0.079	F	0.674	19000	G
$\overline{}$	To: From:		US 522]										
15) (29)	Culpeper County	3.88	20000	G	92%	1%	1%	1%	5%	0%	F	0.079	F	0.671	18000	G
~ ~	From:	BUS US 15,BU BUS US 1				-										
15 (29) James Madison Hwy	Culpeper County	2.65	26000	G G	89%	1%	1%	1%	8%	0%	F	0.072	F	0.603	26000	C
	To:		23-663			1										
15 (29) James Madison Hwy	From: L Culpeper County	4.31	26000	G	89%	1%	1%	1%	8%	0%	F	0.075	F	0.573	25000	G
15) (28),	То:	BUS US 15; Bus				٦	. , •	. , •	- / 0	- / 0	•	2.3.3	•			_

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	BUS US 15, Bus	s US 29 South			1	2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
15 29 James Madison Hwy	Culpeper County	0.24	26000	G	89%	1%	1%	1%	8%	0%	F	0.071	F	0.618	25000	G
\bigcirc	To: From:		uier County I eper County I													
(15) (29) James Madison Hwy	Fauquier County	2.17	22000	G	89%	1%	1%	1%	8%	0%	F	0.078	F	0.623	22000	G
	To	BUS US 15, BUS	S US 29 Nort	h of Ren	nington	—										
(15) (29) James Madison Hwy	Fauquier County	0.30	31000	G	89%	1%	1%	1%	8%	0%	F	0.075	F	0.617	30000	G
\rightarrow	To. From:		28 Catlett R			 										
[15] [29] James Madison Hwy	Fauquier County	4.00	24000	G	89%	1%	1%	1%	8%	0%	F	0.074	F	0.672	23000	G
	To- From:		S 17 Marsh R		000/	<u> </u>	40/	40/	00/	00/		0.007		0.570	10000	
15 (17) (29) James Madison Hwy	Fauquier County	2.28	41000	Α	89%	1%	1%	1%	8%	0%	С	0.097	Α	0.573	40000	Α
15 17 29 James Madison Hwy	Fauquier County	30-68 2.43	48000 48000	Rd G	89%	1%	1%	1%	8%	0%	F	0.071	F	0.575	47000	G
15 (17) (29) James Madison Hwy	radquici County	BUS US 15,1				1./v	170	170	070	070		0.07 1		0.070	47000	
(15) (17) (29)	From: From:	2.44	38000	G	89%	1%	1%	1%	8%	0%	F	0.073	F	0.62	37000	G
	Tax		US 17			—										
(15) (29)	Fauquier County	0.36	38000	N	89%	1%	1%	1%	8%	0%	Ν	0.073	Ν	0.62	37000	Ν
	To- From:	SC	CL Warrentor			}										
[15] [29]	Town of Warrenton (Maint: 30)	0.26	26000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.66	25000	G
~ ~ ~	To- From:		CL Warrenton			}										
[15] [29]	Fauquier County	0.22	26000	N	89%	1%	1%	1%	8%	0%	N	0.079	N	0.66	25000	N
Con Locality	Fouguier County	BUS US 15, BUS 3.00	S US 29 Nort 46000	th of Wa	rrenton 92%	1%	3%	1%	4%	0%	F	0.001	F	0.67	46000	G
(15) (29) Lee Hwy	Fauquier County				92%	170 1	3%	170	4%	0%	Г	0.081	Г	0.67	46000	G
15 29 Lee Hwy	Fauquier County	30-693 (Old Alexandr 44000	ia Tpk	92%	1%	3%	1%	4%	0%	С	0.085	Α	0.516	45000	Α
(13) (29) 200)	n auquioi county		215 Vint Hill				0,0	.,,	.,,	0,0		0.000		0.0.0	.0000	
15 29 Lee Hwy	From L Fauquier County	0.13	48000	G	92%	1%	3%	1%	4%	0%	F	0.076	F	0.674	49000	G
	To:		Villiam Coun	•												
15 29 Lee Hwy	Prince William County	0.82	uier County I 46000	G	92%] 1%	3%	1%	4%	0%	F	0.073	F	0.668	46000	G
(3) (29)	To-		S 29 Lee Hw			<u> </u>			.,,		-		-			
15 James Madison Hwy	Prince William County	2.77	12000	G	86%	1%	5%	1%	7%	0%	С	0.084	F	0.854	12000	G
	To- Eram-	SR 55 J	John Marshal	l Hwy]——										
(15) James Madison Hwy	Prince William County	0.06	23000	G	88%	1%	5%	1%	5%	0%	С	0.081	F	0.683	23000	G
<u>~</u>	To- From:		CL Haymarke			}										
15 James Madison Hwy	Town of Haymarket (Maint: 76)	0.10	23000	N	88%	1%	5%	1%	5%	0%	N	0.081	N	0.683	23000	N
	To- From:	221	I-66		0001		401	461	467	001		0.00:		0.070	00000	
15 James Madison Hwy	Town of Haymarket (Maint: 76)		20000 CL Haymarke	G	92%	1% 1	1%	1%	4%	0%	F	0.084	F	0.653	20000	G
		INC	Haymarke	, t												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

- Double			445=		4T:	D:		Tru	ıck			K	011	Dir	A A14/D=	
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
15 James Madison Hwy	Prince William County	3.68	CL Haymark 20000	ket N	92%] 1%	1%	1%	4%	0%	N	NA			20000	N
[15] James Madison Hwy	Fince William County				9270	170 7	1 70	1 70	470	070	IN	INA			20000	IN
15 James Madison Hwy	Prince William County	2.08	234 Sudley 16000	A	92%	1%	1%	1%	4%	0%	С	0.107	Α	0.624	17000	Α
,	Tac	76-	701 Logmill	Rd		1										
15 James Madison Hwy	Prince William County	2.17	16000	G	92%	1%	1%	1%	4%	0%	F	0.092	F	0.68	16000	G
<u> </u>	To: From:		doun County William Cou			1										
15 James Monroe Hwy	Loudoun County	2.58	15000	G	85%	1%	6%	2%	7%	0%	С	0.099	F	0.732	15000	G
	To: From:	US 50) John Mosb	y Hwy		 										
(15) James Monroe Hwy	Loudoun County	7.82	11000	G	86%	1%	4%	1%	8%	0%	С	0.089	F	0.548	12000	G
<u>~</u>	To: From:		-704 Church			}—										
[15] James Monroe Hwy	Loudoun County	1.25	14000	G	87%	1%	5%	1%	6%	0%	С	0.085	F	0.574	14000	G
// // // Ot	To: From:		SCL Leesbur		040/		00/	40/	5 0/	00/		0.005	_	0.540	40000	
15 King St	Town of Leesburg	1.09	17000	G	91%	1%	2%	1%	5%	0%	С	0.085	F	0.549	19000	G
(15) King St	Town of Leesburg	253-420 0.38	9 Evergreen 29000	Mill Rd G	91%	1%	2%	1%	5%	0%	F	0.089	F	0.617	31000	G
(13)3 e.	To:		R 7, Bus US		0170	.,, <u>,</u>	270	170	070	070		0.000		0.011	01000	
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	1.60	48000	G	92%	1%	3%	1%	2%	0%	С	0.091	F	0.531	52000	G
	To	SR 7	Market Stree	et East		—										
(15) Leesburg Bypass	Town of Leesburg	0.75	42000	G	92%	1%	2%	1%	5%	0%	F	0.09	F	0.612	44000	G
<u>~</u>	Ta: From:	253-420	08 Edwards I			}—										
(15) Leesburg Bypass	Town of Leesburg	1.18	26000	G	91%	1%	3%	1%	4%	0%	С	0.09	F	0.636	27000	G
~~·	From:		NCL Leesbur		000/]	00/	40/	5 0/	00/		0.004		0.707	04000	
Leesburg Bypass	Loudoun County	0.59	20000	G	92%	1%	2%	1%	5%	0%	F	0.091	F	0.707	21000	G
15 James Monroe Hwy	Loudoun County	Bus US 5.56	15 North of 1 19000	Leesburg A	92%	1%	2%	1%	5%	0%	С	0.105	Α	0.601	20000	Α
[15] James Monroe Hwy	Loudouri County				92 /0	1 <i>7</i> 0	2 /0	1 /0	370	0 /0	C	0.103	^	0.001	20000	^
15 James Monroe Hwy	Loudoun County	4.41	662 Lucketts 16000	G	89%	1%	2%	1%	7%	0%	С	0.093	F	0.748	16000	G
(19)	Tay	Maryland St	tate Line, Po			1										
Bus	From:		US 15; SR 7													
15 King St	Town of Leesburg	0.56	24000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.502	26000	G
Bus	To- From:	253-4	200 Catoctin	Cirle												
(15) King St	Town of Leesburg	0.08	13000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.586	14000	G
Bus	To: From:		Fairfax St			}										
15 King St	Town of Leesburg	0.40	11000	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.503	12000	G
	To:	253-	4206 Loudoi	un St												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			a interste					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	253-4	206 Loudou													
(15) King St	Town of Leesburg	0.23	10000	G	97%	1%	1%	1%	0%	0%	F	0.087	F	0.518	11000	G
Bus	To- From:		North St			}—										
(15) King St	Town of Leesburg	0.87	7400	G	97%	1%	1%	1%	0%	0%	F	0.094	F	0.501	8100	G
	To:	NO	CL Leesbur	·σ		1										
Bus James Manree Highway	Loudoun County	0.78	3600	s В	97%	- 1%	1%	1%	0%	0%	С	0.137	Α	0.630	3700	В
15 James Monroe Highway	Loudouri County	0.76	US 15		97%	1% 7	170	170	U%	U%	C	0.137	А	0.630	3700	ь
Bus Bus Bus	From:	IIC 15	US 17, U	S 20		1										
15 17 29 James Madison Hwy	Fauquier County	0.55	9900	B	96%	」 1%	2%	1%	1%	0%	С	0.1	Α	0.601	11000	В
,	To:	SC	L Warrento	n .		1										
Bus Bus Bus Ingress Madican Illus	From: L				000/	40/	20/	40/	40/	00/	N.I	0.4	N.I	0.004	44000	N.
(15) (17) (29) James Madison Hwy	Town of Warrenton	0.34	9900	N	96%	1%	2%	1%	1%	0%	N	0.1	N	0.601	11000	N
Bus	To- From:	US 17	Bus; Shirle	y Ave												
Bus (15) Falmouth St	Town of Warrenton	0.78	2600	G	95%	2%	2%	0%	1%	0%	С	0.106	F	0.520	2600	G
	To- From:		Lee St			}—										
Bus {15} Falmouth St	Town of Warrenton	0.43	6700	G	96%	1%	3%	0%	1%	0%	С	0.096	F	0.543	6700	G
(19)	To:		Main St			1										
Bus (15) Main St	From		almouth St		/]										
(15) Main St	Town of Warrenton	0.05	6700	N	96%	1%	3%	0%	1%	0%	N	0.096	N	0.543	6700	N
Bus Bus	To: From:	J	S 211 Bus			}										
15 \(211 \) Main St	Town of Warrenton	0.01	6700	N	96%	1%	3%	0%	1%	0%	Ν	0.096	Ν	0.543	6700	N
\bigcirc	To:	Ale	xandria Pil	ke												
Bus Bus (15) (211) Alexandria Pike	Town of Warrenton	0.24	Main St 6600	G	98%	】 1%	1%	0%	0%	0%	С	0.096	F	0.579	6500	G
(15) (211) Alexandria Pike	Town or Wallerton	0.24			90 /0	1 /0 7	1 /0	0 /0	0 /0	0 /0	C	0.090	•	0.579	0300	G
Bus Bus	From:		King St													
(15) (211) Alexandria St	Town of Warrenton	0.21	9100	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.532	9100	G
Bus Bus	From:		ackwell Ro xandria Pil			 										
15 211 Blackwell Rd	Town of Warrenton	0.58	12000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.630	12000	G
(3)(21)	To:		s US 211; I	Lee Hwy	,											
Bus Bus	From:	US 29 Bus U					407	201	201	201	_		_		0.1000	_
15 (29) Lee Hwy	Town of Warrenton	0.59	35000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.568	34000	G
Bus Bus	To- From:	NC	L Warrento	on		_										
15) (29) Lee Hwy	Fauquier County	0.27	30000	G	95%	1%	2%	1%	1%	0%	С	0.078	F	0.587	30000	G
	To:	U	S 15 US 29)												
Bus Bus	From	US 15, US 2														
15 (29)	Culpeper County	0.56	1700	G	97%	0% 7	2%	0%	1%	0%	С	0.085	F	0.552	1700	G
	10:	Fauqu	ier County	Line		<u> </u>										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		, illiary all	u mersiale K				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	24vle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	Culpe	per County Line		1	ZANIC	JIANE	IIIali	ZIIali		i actor		1 actor		
(15) (29)	Fauquier County	0.24	2300 G	97%	0%	2%	0%	1%	0%	F	0.097	F	0.5	2200	G
	To-	SC	L Remington		1										
Bus Bus	Town of Remington (Maint: 30)	0.13	2300 N	97%	- 0%	2%	0%	1%	0%	N	0.097	N	0.5	2200	N
(15) (29)	Town of Remington (Maint. 30)	0.13	30-651	91 /0	7 0 /%	2 /0	0 /6	1 /0	0 /6	IN	0.091	IN	0.5	2200	IN
Bus Bus	From:		30-T651		1										
(15) (29)	Town of Remington (Maint: 30)	0.30	3100 G	97%	0%	2%	0%	1%	0%	F	0.095	F	0.568	3000	G
Bus Bus	To- From:	NC	CL Remington]—										
Bus Bus (15) (29)	Fauquier County	1.48	3100 N	97%	0%	2%	0%	1%	0%	Ν	0.095	Ν	0.568	3000	N
(10) (20)	To-	US 15,US 2	9 North of Remir	gton											
Bus	From:	US 15 S	South of Culpeper												
15 Orange Road	Culpeper County	0.07	6700 G	94%	0%	2%	1%	3%	0%	С	0.092	F	0.632	6700	G
Bus	To: From:	SC	CL Culpeper]—										
(15) Orange Road	Town of Culpeper	1.32	6500 G	96%	1%	2%	1%	1%	0%	С	0.098	F	0.54	7000	G
	To-		US 522												
Bus	From:	0.40		000/	_	00/	40/	40/	00/	_	0.000	_	0.500	0400	0
15 522 Germanna Highway	Town of Culpeper	0.12	5700 G fain Street S	96%	1%	2%	1%	1%	0%	С	0.092	F	0.536	6100	G
Bus Bus	From:		nanna Highway												
(15) (29) (522) Main Street	Town of Culpeper	0.85	18000 G	96%	1%	2%	1%	1%	0%	С	0.071	F	0.53	20000	G
Pug Bug	To- From:	US 52	22 Evans Street]—										
Bus Bus (15) (29) Main Street	Town of Culpeper	0.20	24000 G	97%	0%	2%	0%	1%	0%	С	0.072	F	0.515	26000	G
(13) (29)	то-		egin SR 229		~···			.,,							
Bus Bus	From:			0=0/		00/	001	407	00/			_			
15 29 229 Main Street	Town of Culpeper	0.06	24000 G 9, Madison Hwy	97%	0%	2%	0%	1%	0%	С	0.072	F	0.515	26000	G
Bus Bus	From:		229, Main St												
15) (29) Madison Highway	Town of Culpeper	0.22	20000 G	97%	0%	1%	0%	1%	0%	С	0.078	F	0.561	22000	G
Pug Pug	To: From:	Noti	tingham Street]—										
Bus Bus (15) (29) Madison Highway	Town of Culpeper	0.91	20000 G	97%	0%	2%	0%	1%	0%	С	0.08	F	0.553	22000	G
(10) (23)			CL Culpeper	,,	- <i></i> -		- / 0	.,,	- / 0			•			
Bus Bus	From:			0=0/	40/		40/		201					10005	
[15] [29]	Culpeper County	2.07	9500 A	95%	1% 7	2%	1%	2%	0%	С	0.099	Α	0.634	10000	Α
	10. FI	US 13	5 US 29, 23-762		1										
Bus (15)	Prince Edward County	0.11	US 15 13000 N	97%	」 1%	2%	0%	1%	0%	N	0.088	N	0.649	14000	N
(13)	T. I I I I I I I I I I I I I I I I I I I			0170	<i>7</i> 0	-70	3 / 0	. 70	3 /0		0.000	. •	0.040	. 7000	.,
Bus (15)	From		CL Farmville												
[15]	Town of Farmville	0.72	13000 G	97%	1%	2%	0%	1%	0%	F	0.088	F	0.649	14000	G
	10:	Old	SCL Farmville												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				2.5		_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Main Street	From:		SCL Farmy		070/	10/	20/	00/	40/	00/		0.007	_	0 500	40000	
(15) Main Street	Town of Farmville	0.42	15000	G	97%	1%	2%	0%	1%	0%	С	0.087	F	0.528	16000	G
Bus	To- From:	N	Ailnwood R	d		_										
(15) Main Street	Town of Farmville	0.13	15000	G	97%	0%	2%	0%	1%	0%	F	0.086	F	0.504	16000	G
Bus	To: From:		Gilliam St			}										
15 Main Street	Town of Farmville	0.30	14000	G	97%	0%	2%	0%	1%	0%	F	0.083	F	0.582	15000	G
	To:		Griffin Blvd	1		7										
Bus 15 Main Street	Town of Farmville	0.16	11000	G	97%	- 0%	2%	0%	1%	0%	F	0.089	F	0.517	11000	G
15 Main Street	Town of Familyine	0.10			9170	7	2 70	U 70	170	070	Г	0.069	Г	0.517	11000	G
Bus	To- From:		Gross St													
(15) Main Street	Town of Farmville	0.41	10000	G	97%	0%	2%	0%	1%	0%	С	0.091	F	0.562	11000	G
Bus	To: From:		Putney St]										
15 Main Street	Town of Farmville	0.21	9600	G	97%	0%	2%	0%	1%	0%	F	0.091	F	0.59	10000	G
<u> </u>	To-		High Street													
Bus 15 High Street	Town of Farmville	0.07	Main Street 3500	G	97%	0%	2%	0%	1%	0%	F	0.091	F	0.567	3800	G
High Street	Town of Familyine				9170	7	2 70	U 70	170	070	Г	0.091	Г	0.567	3600	G
Bus	To- From:		enable Stree													
15 High Street	Town of Farmville	0.29	3400	G	96%	1%	2%	1%	1%	0%	F	0.085	F	0.514	3700	G
Bus	To: From:		Oak Street High St													
15 Oak Street	Town of Farmville	0.28	6000	G	96%	1%	2%	1%	1%	0%	F	0.092	F	0.547	6400	G
	To		Third St													
Bus Bus Third Street	Town of Farmville	1.29	Oak Street 11000	G	060/	1 %	2%	1%	1%	0%	0	0.000	F	0 522	12000	0
15 460 Third Street	Town of Familile				96%	170	270	170	170	U%	С	0.092	Г	0.533	12000	G
Bus Bus	To- From:	Ind	ustrial Park			_										
15 (460) Third Street	Town of Farmville	0.94	7500	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.55	8100	G
Bus Bus	To- From:	73-695	5, WCL Far	mville		}—										
(15) (460)	Prince Edward County	1.22	6700	Α	97%	0%	1%	1%	1%	0%	С	0.103	Α	0.604	7100	Α
	To		US 15			1										
Bus Bus	From:	US 1	5 S of Keys	sville]										
[15] [360]	Charlotte County	2.93	1500	F	91%	1%	1%	1%	6%	0%	С	0.094	F	0.507	1500	F
Pug Pug	To- From:	(CL Keysville	e]—										
Bus Bus (15) (360)	Town of Keysville (Maint: 19)	0.73	1500	N	91%	_ 1%	1%	1%	6%	0%	N	0.094	N	0.507	1500	N
			S SR 40			···										
Bus Bus	From:	0.50			040/	J	40/	401	001	001	_	0.007	_	0.510	F000	_
15 360 40	Town of Keysville (Maint: 19)	0.56	5700	F	91%	1%	1%	1%	6%	0%	F	0.087	F	0.519	5800	F
Bus Bus	To- From:		N SR 40													
(15)(360)	Town of Keysville (Maint: 19)	0.37	4100	F	91%	1%	1%	1%	6%	0%	F	0.089	F	0.501	4200	F
	To:	(CL Keysville	e												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ck		0.5	K	0	Dir		
Jurisdiction	Length	AADT (QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
From:				0.40/	40/	40/	40/	00/	00/		0.000		0.504	4000	
Charlotte County				91%	1% 1	1%	1%	6%	0%	N	0.089	N	0.501	4200	N
From:		•			1										
Grayson County				96%		70/-	20/-	5 0/-	00/-	C	0.085	_	0.505	1200	G
Grayson County				00 /0	U /0	1 /0	2 /0	J /0	0 76	C	0.005	'	0.505	1200	G
From:				000/	00/	20/	20/	F 0/	00/		0.000		0.500	1000	G
Grayson County			G	88%	U% -	3%	3%	5%	0%	F	0.093	г	0.500	1600	G
To- From:				222/		-0/	201	-0/		_		_		4.00	
Grayson County	5.66	1400	G	86%	0%	7%	2%	5%	0%	F	0.092	F	0.526	1400	G
To- From:]										
Town of Troutdale (Maint: 38)	2.26	1500	G	86%	0%	7%	2%	5%	0%	F	0.091	F	0.55	1600	G
To- From:	W	CL Troutdale													
Grayson County	0.82	1300	G	86%	0%	7%	2%	5%	0%	F	0.097	F	0.568	1300	G
To:															
Smith County				900/	20/	40/	10/	20/	00/	_	0.000	_	0.675	1500	G
Shiytii County	4.40		<u> </u>	0970	2 70	470	1 70	370	076	Г	0.090	Г	0.075	1500	G
Ta: From:	4.00			000/		40/	40/	00/	00/		0.000		0.007	1000	
Smyth County	1.38	1600	G	89%	2%	4%	1%	3%	0%	F	0.089	F	0.627	1600	G
To- From-															
Smyth County			G	89%	2%	4%	1%	3%	0%	F	0.091	F	0.67	3100	G
To: From:	S														
Town of Marion	0.05		G	89%	2%	4%	1%	3%	0%	F	0.091	F	0 582	9300	G
Tool					7										
Town of Marion	0.68		G	80%	2%	1%	1%	3%	0%	F	0.001	F	0 521	9500	(
Town of Marion				0970	2 /0	7/0	1 /0	J /0	0 70	'	0.031	'	0.521	9300	
From			_	070/	-00/	40/	40/	40/	00/		0.005		0.504	00000	_
I own of Marion	1.19	19000	G	97%	U% _	1%	1%	1%	0%	C	0.085	F	0.501	20000	G
To- From:			_	/	 							_			
Town of Marion	1.27	4300	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.594	4600	C
To- From:					}										
Smyth County	0.59	2200	G	98%	0%	1%	0%	1%	0%	С	0.081	F	0.7	2200	C
To- From:	86-617	North of Mar	ion]										
Smyth County	1.93	1400	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.675	1500	C
To:	SR 348 Hu	mgrv Mother S	State Pk		1										
	9.43				0%	1%	1%	2%	0%	С	0.1	F	0.734	610	G
		S SR 42			1										
Smvth Countv	0.32		G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.658	570	G
				- • , •	7.0	.,.	.,,	-/-	• , ,	•	3.000	•	3.000	0.0	
Smyth County	2.96		G	96%	0%	1%	1%	2%	0%	F	0.11	F	0.609	190	G
		1.70		311 70	1170	1.70							11 11119	190	١,٦
	Charlotte County From: Grayson County Grayson County To From: Grayson County To From: Town of Troutdale (Maint: 38) Grayson County To From: Smyth County Smyth County To From: Town of Marion Smyth County Smyth County Town of Marion Town of Marion Town of Marion Town of Marion Smyth County Smyth County	Charlotte County	Cl. Keysville Charlotte County From Cl. Keysville Charlotte County In Cl. Keysville Charlotte County In US 15 N of Keysville Charlotte County In US 15 N of Keysville Charlotte County In US 15 N of Keysville Charlotte	Charlotte County	Cl. Respired AADT QA 4Tire Bus 2Ade 3+Axie 1Trail 2Trail QC Factor QR	Surject County Charlotte Charlotte County Charlotte Charlotte County Charlotte County Charlotte County Charlotte County Charlotte Charlotte Charlotte County Charlotte Char	Charlotte County								

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 Tillial y all						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		th County L		0=0/		201	201	407	22/	_		_		400	_
16	Tazewell County	3.66	190	G	95%	0%	2%	2%	1%	0%	F	0.091	F	0.568	190	G
	To-From:		-601 Asberry	_	050/		00/	00/	40/	00/		0.405	_	0.500	F.F.O.	
16	Tazewell County	4.95	540	G	95%	0%	2%	2%	1%	0%	С	0.105	F	0.583	550	G
(40)	Tazewell County	2.77	92-602 1400	G	95%	0%	2%	2%	1%	0%	F	0.087	F	0.621	1400	G
16	razewen county				33 /0	7	270	270	170	0 70	•	0.007	•	0.021	1400	O
16	Tazewell County	1.68	2-604 Scales 2500	G	95%	0%	2%	2%	1%	0%	F	0.086	F	0.648	2500	G
(10)	To:		, Bus US 46			7	_,,	_,,	.,,	• 70	-	0.000	•	0.0.0		Ū
Bus Bus	From:		US 19 BUS													
16) (19) (460)	Tazewell County	1.11	2800	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.582	2900	G
Bus Bus	To- From:	W	CL Tazewe	ll		}										
16) (19) (460)	Tazewell County	0.44	1800	G	97%	1%	1%	0%	1%	0%	С	0.094	F	0.582	1900	G
<u> </u>	To:		SR 16													
Bus Bus Main Street	Town of Tazewell	0.20	CL Tazewe 3000	G G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.514	3000	G
16 (19) (460) Main Street	Town or razewell				90%	U% 7	1 70	070	170	070	C	0.063	Г	0.514	3000	G
Bus Bus	To- From:	ALT SR	16 Fairgrou													
16 (19) (460) Main Street	Town of Tazewell	0.81	4500	G	98%	0%	1%	1%	1%	0%	F	0.089	F	0.537	4600	G
Bus Bus	To- From-	(Church Ave]										
16) (19) (460) Fincastle Trpk	Town of Tazewell	0.44	5000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.559	5000	G
	To:		460 BUS M													
16 Tazewell Ave	Town of Tazewell	BUS US 19, 0.83	, BUS US 46 4000	60, Main G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.564	4100	G
16 Tazewell Ave	10WITOI Tazewell				91 /0	7	1 /0	1 /0	1 /0	0 70	C	0.009	'	0.304	4100	G
16 Tazewell Ave	Town of Tazewell (Maint: 92)	0.44	S 19, US 46 3200	G G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.555	3300	G
16 Tazewell Ave	Town of Tazewell (Maint. 92)		61 Riverside		30 /0	7	1 /0	0 70	1 /0	0 70	C	0.009	'	0.555	3300	U
	From:		azewell Ave													
(16) Riverside Dr	Town of Tazewell	1.30	5300	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.622	5400	G
<u> </u>	To- From:	ALT SR	16 Fairgrou	ınds Rd]——										
(16) Riverside Dr	Town of Tazewell	0.54	5600	G	97%	0%	1%	1%	1%	0%	С	0.081	F	0.608	5700	G
	To- From:	N	CL Tazewel	ll		}										
16	Tazewell County	2.67	4500	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.631	4600	G
	To- From:	9	2-636 Adria	ì]										
16	Tazewell County	2.62	3200	G	97%	0%	1%	1%	1%	0%	С	0.081	F	0.642	3300	G
	To- From:		92-644]										
16	Tazewell County	2.55	2200	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.539	2200	G
	To-	West V	√irginia State	e Line												
ALT	From:		19 Bus Mair													
(16) Fairgrounds Road	Town of Tazewell	0.73	3100	G	97%	0%	1%	0%	1%	0%	С	0.09	F	0.515	3100	G
	To:	N	CL Tazewel	II												

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

		Fillially al	ia interote	101100	1100			Tru	al.			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	0014			OT:	QC	K	QK	Dir	AAWDT	QW
ALT	From:	N	CL Tazewe	11		1	ZAXIE	3+Axle	TITAL	ZTraii		Factor		Factor		
ALT	Town of Tazewell	0.17	3400	G	97%	J 0%	1%	0%	1%	0%	F	0.087	F	0.536	3500	G
16	To.				01 70	٦	170	0,0	170	0,0	·	0.007	•	0.000	0000	Ü
ALT	From:		S 19 Tazwe													
16	Town of Tazewell	0.43	3000	G	98%	0%	1%	0%	1%	0%	С	0.096	F	0.536	3000	G
ALT	To- From:	S	CL Tazewel	1]										
(16) Fairgrounds Road	Town of Tazewell	0.28	3400	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.528	3500	G
10) 1 3 11 11	To:	SR	16 Riverside			1										
	From:	North (Carolina Stat	te Line												
(17) George Washington Hwy	City of Chesapeake	3.58	9800	Α	93%	0%	1%	1%	5%	0%	С	0.103	Α	0.659	9900	Α
	To-	131-8	796 Ballaha	ck Rd		1										
George Washington Hwy	City of Chesapeake	6.52	11000	G	93%	0%	1%	1%	5%	0%	F	0.087	F	0.671	11000	G
	To	BUS US 17	George Was	hington l	Hww	1										
17 Dominion Blvd	City of Chesapeake	3.93	7900	G	95%	0%	1%	1%	2%	0%	F	0.078	F	0.61	8400	G
	Tool	CD	. 165 Cedar l	0.4												
17 Dominion Blvd	City of Chesapeake	0.94	27000	В	95%	0%	1%	1%	2%	0%	С	0.092	Α	0.635	29000	В
	To.					7										
17 Dominion Blvd	City of Chesapeake	1.60	6 Bainbridge 25000	G Blvd	95%	0%	1%	1%	2%	0%	F	0.079	F	0.606	26000	G
[17] Dominion Blvd	only or orresupeane				0070	7	170	170	270	0 70	•	0.070	•	0.000	20000	Ü
	City of Chesapeake	SR 190 0.28	Great Bridg 25000	ge Blvd N	95%	0%	1%	1%	2%	0%	N	0.079	N	0.606	26000	N
17	City of Chesapeake					7 0 /0	1 /0	1 /0	Z /0	0 /0	IN	0.079	IN	0.000	20000	IN
	City of Chesapeake (Maint: 64)		Oak Grove C	onnector		00 46	A for dir	ootion ol	roffic v	aluma aa	timat	oo for this		mont		
(17) (464)	City of Criesapeake (Maint. 64) Combined Traffic Estimates for 2 Parallel Roadway		49000	F		0%	1%	ectional 1%	2%	ow 0%	F	es for this NA	segi	nent.	56000	F
	To:	S OH THIS ROUTE.	I-64		95%	1 0%	170	170	2 70	0%	Г	INA			56000	Г
	From:		I-464													
(17) (64)	City of Chesapeake (Maint: 64)	4.31			5	See I-6	4 for dire	ectional t	raffic vo	lume est	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	81000	F	91%	0%	1%	1%	6%	0%	F	NA			86000	F
	To- Fram:		I-64]										
(17) George Washington Hwy	City of Chesapeake	0.90	23000	G	91%	1%	4%	1%	3%	0%	F	0.083	F	0.513	23000	G
<u> </u>	To-	US 13; U	JS 460 Mili	tary Hwy	/	1										
(17) George Washington Hwy	City of Chesapeake	1.00	16000	G	91%	1%	4%	1%	3%	0%	С	0.078	F	0.539	16000	G
	To:	SR	. 196 Canal I	Rd		1										
(17) George Washington Hwy	City of Chesapeake	0.63	28000	G	91%	1%	4%	1%	3%	0%	F	0.093	F	0.664	28000	G
	To:	SC	L Portsmou	ıth												
~~~	From:		L Chesapea		0.107	]		461	061	061						
George Washington Hwy	City of Portsmouth	0.15	30000	F	91%	1%	4%	1%	3%	0%	F	0.093	F	0.668	30000	F
	To- From:	SR 2	39 Victory I	Blvd		_										
(17) George Washington Hwy	City of Portsmouth	0.42	23000	F	91%	1%	4%	1%	3%	0%	F	0.084	F	0.614	23000	F
~	To:		Davis St													

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

Part			Primary and me			_		Tru	ıck			K		Dir		
Transport   City of Portsmouth   0.52   2000   F   91%   1%   4%   1%   3%   0%   F   0.085   F   0.625   2300   2300   17   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300   2   2300	Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle				QC		QK		AAWDT	QW
To   George Washington Hwy	~~	<u> </u>														
17   George Washington Hwy	George Washington Hwy	City of Portsmouth	0.52 <b>2300</b>	00 F	91%	1%	4%	1%	3%	0%	F	0.085	F	0.625	23000	F
Telephone   Tele	~	To- From:				]							_			
St. 141 George Washington Hey   177 Frederick Blvd	George Washington Hwy	City of Portsmouth			91%	<b>1</b> %	4%	1%	3%	0%	F	0.085	F	0.64	27000	F
SR 337 Portsmouth Blvd   1% 4% 1% 3% 0% F 0.099 F 0.65 1500		From:			Iwy											
Tilde   Frederick Blvd   City of Portsmouth   City of Chesapeake   Cit	77 Frederick Blvd	City of Portsmouth	0.70 1300	00 F	91%	1%	4%	1%	3%	0%	F	0.084	F	0.58	13000	F
124-8517 Deep Creek Blvd	$\sim$	To	SR 337 Portsn	nouth Blvd		<b>—</b>										
17   Frederick Blvd   City of Portsmouth   0.53   2000   F   91%   1%   4%   1%   3%   0%   F   0.092   F   0.669   2000     17   Frederick Blvd   City of Portsmouth   0.53   2000   F   93%   0%   1%   3%   2%   0%   C   0.075   F   0.537   4000     17   Frederick Blvd   City of Portsmouth   0.51   25000   F   98%   0%   1%   0%   0%   0%   F   0.077   F   0.594   2600     17   Frederick Blvd   City of Portsmouth   0.16   19000   F   98%   0%   1%   0%   0%   0%   F   0.078   F   0.537   2000     17   High St   City of Portsmouth   0.18   34000   F   98%   0%   1%   0%   0%   0%   F   0.089   F   0.789   3500     17   High St   City of Portsmouth   0.18   34000   F   98%   0%   1%   0%   0%   0%   F   0.087   F   0.658   4000     17   High St   City of Portsmouth   0.22   23000   F   98%   0%   1%   0%   0%   0%   F   0.084   F   0.611   3200     17   High St   City of Portsmouth   0.21   22000   F   98%   0%   1%   0%   0%   0%   F   0.084   F   0.612   2200     17   Western Branch Blvd   City of Chesapeake   0.69   21000   G   98%   0%   1%   0%   0%   0%   F   0.084   F   0.515   2200     17   Bridge Rd   City of Suffolk (Maint: 61)   0.66   20000   G   98%   0%   1%   0%   0%   0%   F   0.089   F   0.512   2000     17   Bridge Rd   City of Suffolk (Maint: 61)   0.66   20000   G   98%   0%   1%   0%   0%   0%   F   0.089   F   0.512   2000     17   Bridge Rd   City of Suffolk (Maint: 61)   0.66   20000   G   98%   0%   1%   0%   0%   0%   F   0.089   F   0.512   2000     18   F   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512   0.512	17 Frederick Blvd	City of Portsmouth	0.09 <b>1500</b>	00 F	91%	1%	4%	1%	3%	0%	F	0.099	F	0.65	15000	F
1264   127   Frederick Blvd   City of Portsmouth   0.35   39000   F   93%   0%   1%   3%   2%   0%   C   0.075   F   0.537   40000   7   Frederick Blvd   City of Portsmouth   0.51   25000   F   98%   0%   1%   0%   0%   0%   F   0.077   F   0.594   26000   7   Frederick Blvd   City of Portsmouth   0.16   19000   F   98%   0%   1%   0%   0%   0%   F   0.078   F   0.537   20000   124-8538   City of Portsmouth   0.18   34000   F   98%   0%   1%   0%   0%   0%   F   0.089   F   0.537   20000   124-8538   City of Portsmouth   0.18   34000   F   98%   0%   1%   0%   0%   0%   0%   F   0.089   F   0.688   40000   7   F   0.688   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   7   0.689   0.689   0.689   0.689	$\sim$	To	124-8547 Deep	Creek Blvo	il	<b>—</b>										
17   Frederick Blvd   City of Portsmouth   0.35   3900   F   93%   0%   1%   3%   2%   0%   C   0.075   F   0.537   4000     17   Frederick Blvd   City of Portsmouth   0.51   2500   F   93%   0%   1%   0%   0%   0%   F   0.077   F   0.594   2600     17   Frederick Blvd   City of Portsmouth   0.51   2500   F   93%   0%   1%   0%   0%   0%   F   0.078   F   0.537   2000     17   High St   City of Portsmouth   0.16   1900   F   93%   0%   1%   0%   0%   0%   F   0.089   F   0.537   2000     17   High St   City of Portsmouth   0.18   34800   F   95%   0%   1%   0%   0%   0%   F   0.089   F   0.789   3500     17   High St   City of Portsmouth   0.22   48836 Western Branch Blvd   0.93   31000   F   98%   0%   1%   0%   0%   0%   F   0.087   F   0.658   4000     17   High St   City of Portsmouth   0.93   31000   F   98%   0%   1%   0%   0%   0%   F   0.084   F   0.611   3200     17   Western Branch Blvd   City of Portsmouth   0.22   22000   F   98%   0%   1%   0%   0%   0%   F   0.084   F   0.612   2200     17   Western Branch Blvd   City of Chesapeake   0.62   22000   F   98%   0%   1%   0%   0%   0%   F   0.084   F   0.515   2200     18   Findge Rd   City of Suffolk (Maint: 61)   0.86   22000   G   98%   0%   1%   0%   0%   0%   F   0.089   F   0.512   2000     18   Findge Rd   City of Suffolk (Maint: 61)   0.86   20000   G   98%   0%   1%   0%   0%   0%   F   0.089   F   0.512   2000     18   Findge Rd   City of Suffolk (Maint: 61)   0.86   20000   G   98%   0%   1%   0%   0%   0%   F   0.089   F   0.512   2000     18   Findge Rd   City of Suffolk (Maint: 61)   0.86   20000   G   98%   0%   1%   0%   0%   0%   F   0.088   F   0.512   2000     18   Findge Rd   City of Suffolk (Maint: 61)   0.86   20000   G   98%   0%   1%   0%   0%   0%   F   0.088   F   0.512   2000     18   Findge Rd   City of Suffolk (Maint: 61)   0.86   20000   G   98%   0%   1%   0%   0%   0%   F   0.088   F   0.512   2000     18   Findge Rd   City of Suffolk (Maint: 61)   0.86   20000   G   98%   0%   1%   0%   0%   0%   F   0.088   F   0.51	77 Frederick Blvd	City of Portsmouth	0.53 <b>2000</b>	0 F	91%	1%	4%	1%	3%	0%	F	0.092	F	0.669	20000	F
17   Frederick Blvd   City of Portsmouth   O.51   25000   F   98%   O%   1%   O%   O%   O%   F   0.077   F   0.594   2600     17   Frederick Blvd   City of Portsmouth   O.15   25000   F   98%   O%   1%   O%   O%   O%   F   0.078   F   0.597   2000     18   Statistical Blvd   O.16   43000   F   98%   O%   1%   O%   O%   O%   O%   F   0.089   F   0.789   3500     19   Statistical Blvd   O.18   34000   F   98%   O%   1%   O%   O%   O%   O%   F   0.089   F   0.789   3500     19   Statistical Blvd   O.18   34000   F   98%   O%   1%   O%   O%   O%   O%   F   0.087   F   0.658   4000     10   High St   City of Portsmouth   O.21   22000   F   98%   O%   1%   O%   O%   O%   O%   F   0.084   F   0.611     10   Statistical Blvd   O.21   22000   F   98%   O%   1%   O%   O%   O%   O%   F   0.084   F   0.612     10   Western Branch Blvd   City of Chesapeake   O.69   21000   G   98%   O%   1%   O%   O%   O%   O%   F   0.084   F   0.515   2200     18   Statistical Blvd   O.60   O.60   O.60   O%   O%   O%   O%   O%   O%   O%   O	<u> </u>	To-	I-264	4		<b>T</b>										
17   Frederick Blvd   City of Portsmouth   0.51   25000   F   98%   0%   1%   0%   0%   0%   F   0.077   F   0.594   2600	77 Frederick Blvd	City of Portsmouth	0.35 3900	00 F	93%	0%	1%	3%	2%	0%	С	0.075	F	0.537	40000	F
17   Frederick Blvd   City of Portsmouth   124-8758 High St   124-8558 Western Branch Blvd   124-8525 Cedar Lane   124-8525 Cedar Lane	$\overline{}$	Ta-	ALT SR 337 T	urnpike Rd		1										
17   Frederick Blvd   City of Portsmouth   10.16   1900   F   98%   134.4578   Frederick Blvd   124.4578   Frede	17 Frederick Blvd	City of Portsmouth	0.51 <b>2500</b>	0 F	98%	0%	1%	0%	0%	0%	F	0.077	F	0.594	26000	F
124-8758 High St   124-8758 High High St   124-8758 High St   124-8758 High High St	<u> </u>	To	US 58 Airli	ne Blvd		<b>T</b>										
124-8758, Frederick Blvd   0.18   34000   F   98%   0%   1%   0%   0%   0%   F   0.089   F   0.789   3500	17 Frederick Blvd	City of Portsmouth			98%	0%	1%	0%	0%	0%	F	0.078	F	0.537	20000	F
Thigh St	$\bigcirc$	To:		<i>D</i>												
124-8536 Western Branch Blvd   124-8536 Western Branch Blvd   124-8536 Cedar Lane   124-8525 Cedar Lane   12	High St	City of Portsmouth			98%	 0%	1%	0%	0%	0%	F	0.089	F	0.789	35000	F
Tilde   City of Portsmouth   City of Chesapeake   City of Chesapeake   City of Chesapeake   City of Suffolk (Maint: 61)   City of Suffolk (Maint:	(17)	Tro-				7	170	0,0	0,0	070	•	0.000	•	0.700	00000	·
124-8525 Cedar Lane   124-8525 Cedar Lane   124-8525 Cedar Lane   124-8528 Churchland Blvd   17 High St   City of Portsmouth   0.93   31000   F   98%   0%   1%   0%   0%   0%   F   0.084   F   0.611   3200   17 High St   City of Portsmouth   0.21   22000   F   98%   0%   1%   0%   0%   0%   F   0.084   F   0.612   2200   17 Western Branch Blvd   City of Portsmouth   0.22   22000   F   98%   0%   1%   0%   0%   0%   F   0.085   F   0.539   2300   17 Western Branch Blvd   City of Chesapeake   0.69   21000   G   98%   0%   1%   0%   0%   0%   F   0.084   F   0.515   2200   131-8524 Churchland Blvd   14	High St	City of Portsmouth				0%	1%	0%	0%	0%	F	0.087	F	0.658	40000	F
Time   City of Portsmouth   Time   City of Chesapeake	(17) High St	Oity of 1 Oits mouth			3070	7	1 70	070	070	0 70	•	0.007	•	0.000	40000	•
124-8528 Churchland Blvd   124-8528 Churchland Blvd   124-8528 Churchland Blvd   124-8532 Tyre Neck Rd   124-8532 Tyre Neck	High St	City of Portsmouth			98%	0%	1%	0%	0%	0%	F	0.084	F	0.611	32000	F
17   High St   City of Portsmouth   0.21   2200   F   98%   0%   1%   0%   0%   0%   F   0.084   F   0.612   2200     17   Western Branch Blvd   City of Portsmouth   124-8532 Tyre Neck Rd   124-85	(17) Tight of	ony or i onomodali				7	1 /0	070	070	070	•	0.004	•	0.011	02000	•
124-8532 Tyre Neck Rd   124-	High St	City of Portsmouth				0%	1%	0%	0%	0%	F	0.084	F	0.612	22000	F
17   Western Branch Blvd   City of Portsmouth	(17) Tilgit St	The state of the s				7	170	0,0	0,0	070	•	0.001	·	0.012	22000	·
To   ECL Chesapeake   WCL Portsmouth   WCL Portsmouth	Western Branch Blvd	City of Portsmouth			98%	0%	1%	0%	0%	0%	F	0.085	F	0 539	23000	F
17   Western Branch Blvd   City of Chesapeake   0.69   21000   G   98%   0%   1%   0%   0%   0%   F   0.084   F   0.515   2200	(17) Western Branon Bive	To:			0070	7	1 /0	070	070	070	•	0.000	•	0.000	20000	•
To   City of Chesapeake   131-8524 Churchland Blvd   131-8524 Churchland Blvd   131-8524 Churchland Blvd   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147   147	~~~	From:														
City of Chesapeake 0.56 22000 B 98% 0% 1% 0% 0% C 0.098 A 0.531 2200	(17) Western Branch Blvd	City of Chesapeake	0.69 <b>210</b> 0	0 G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.515	22000	G
City of Suffolk (Maint: 61)   Suffolk (Mai	~	To- From				_										
To bridge Rd   City of Suffolk (Maint: 61)   0.66   20000   G   98%   0%   1%   0%   0%   F   0.089   F   0.512   2000   0   0   0   0   0   0   0   0	[17]	City of Chesapeake			98%	0%	1%	0%	0%	0%	С	0.098	Α	0.531	22000	В
17         Bridge Rd         City of Suffolk (Maint: 61)         0.66         20000         G         98%         0%         1%         0%         0%         F         0.089         F         0.512         2000           17         Bridge Rd         City of Suffolk (Maint: 61)         3.35         24000         G         96%         0%         1%         2%         2%         0%         F         0.088         F         0.574         2600		To: From:														
Trong	17 Bridge Rd	City of Suffolk (Maint: 61)			98%	<b>┙</b>	1%	0%	0%	0%	F	0.089	F	0.512	20000	G
17 Bridge Rd City of Suffolk (Maint: 61) 3.35 <b>24000 G</b> 96% 0% 1% 2% 2% 0% F 0.088 F 0.574 2600	<u> </u>	To				٦										
	17 Bridge Rd	City of Suffolk (Maint: 61)			96%	0%	1%	2%	2%	0%	F	0.088	F	0.574	26000	G
hi-h// Rennetts Pasture Ko	<u></u>	To														
Carrolton Blvd   City of Suffolk (Maint: 61)   2.47   16000   G   96%   0%   1%   2%   2%   0%   F   0.088   F   0.575   16000   G   160	Carrolton Blvd	City of Suffolk (Maint: 61)				0%	1%	2%	2%	0%	F	0.088	F	0.575	16000	G
To: 61-628 Crittenden Rd		To:				<u>.                                    </u>										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deute	least at the train	L sus settle . A A	DT OA	47:	D		Tru	ıck			K	01/	Dir	4 4)4/DT	014/
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		ittenden Rd		J										
17)	City of Suffolk (Maint: 61)		000 G	96%	0%	1%	2%	2%	0%	F	0.084	F	0.509	13000	G
	To:		t County Line		-										
17 Carrolton Blvd	lolo of Wight County	2.43 <b>12</b> 0		96%	┛ 0%	1%	2%	2%	0%	F	0.085	F	0.504	13000	G
(17) Carrolton Blvd	Isle of Wight County	2.43 120	000 G	90%	U70	1 70	270	270	070	Г	0.065	Г	0.504	13000	G
	To: From:	US 258; SF	R 32 Bartlett		_										
17 (258) (32) Carrolton Blvd	Isle of Wight County	2.17 <b>26</b> 0	000 A	96%	0%	1%	2%	2%	0%	С	0.112	Α	0.670	28000	Α
	Tax	F-8	807		1										
(17)(258)(32)	Isle of Wight County		000 G	96%	0%	1%	2%	2%	0%	F	0.083	F	0.616	28000	G
17 (230) (32)	To:		port News		7	.,,		_,,	-,-	-		-			_
	From:		t County Line												
(17) (258) (32) Mercury Blvd	City of Newport News	0.22 <b>27</b> 0	000 G	96%	0%	1%	2%	2%	0%	F	0.083	F	0.616	28000	G
	To	IIC CO W	11.01.1		-										
Marson Dhad	From:		rwick Blvd	050/	40/	20/	40/	40/	00/		0.000	F	0.004	40000	
17 258 32 Mercury Blvd	City of Newport News			95%	_ 1% ¬	2%	1%	1%	0%	С	0.090	г	0.634	42000	G
	From:	US 258, SR 14	3 Jefferson Av ercury Blvd	ve											
17 (143) Jefferson Ave	City of Newport News		000 G	95%	┛ 0%	2%	1%	1%	0%	С	0.081	F	0.547	49000	G
17 143 Jefferson Ave	City of Newport News	1.51 400	000 G	93 /0	0 /0	2/0	1 /0	1 /0	0 /6	C	0.001	ı	0.547	49000	G
	To: From:	SR 152	Main St		]										
17 143 Jefferson Ave	City of Newport News	1.69 <b>49</b> 0	000 A	97%	0%	1%	1%	1%	0%	С	0.099	Α	0.564	53000	Α
$\bigcirc$	Ta	SR 306 Har	persville Rd		1										
17 143 Jefferson Ave	City of Newport News		000 G	97%	0%	1%	1%	1%	0%	F	0.081	F	0.53	54000	G
17) (143) seminosiir its	To:	SR 312; J Cly			٦	. , 0	. , 0	.,,	0,0	•	0.00.	•	0.00	0.000	•
	From:		fferson Ave	-											
17 J Clyde Morris Blvd	City of Newport News		000 G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.507	48000	G
	7	*			-										
L Objeta Marria Dhat	From:	I-0		070/		40/	00/	40/	00/		0.077	F	0.505	00000	
17 J Clyde Morris Blvd	City of Newport News	0.80 <b>36</b> 0	000 G	97%	0%	1%	0%	1%	0%	F	0.077	F	0.565	38000	G
	To- From:	121-7034 Ha	arpersville Rd		_										
17 J Clyde Morris Blvd	City of Newport News	0.25 <b>32</b> 0	000 G	97%	0%	1%	0%	1%	0%	F	0.08	F	0.557	34000	G
	To	NCI N	of NI		7										
Coorgo Washington Mam Llung	Vork County		port News  000 G	97%	0%	1%	0%	1%	0%	F	0.081	F	0.540	34000	
(17) George Washington Mem Hwy	York County	2.13 <b>32</b> 0	000 G	91%	U%	170	0%	170	0%	Г	0.061	Г	0.542	34000	G
	To: From:	SR 134 Ha	mpton Hwy												
(17) George Washington Mem Hwy	York County	2.08 <b>52</b> 0	000 A	97%	0%	1%	0%	1%	0%	С	0.09	Α	0.501	56000	Α
$\bigcirc$	To	00 621 6	Grafton Dr												
17 George Washington Mem Hwy	York County		000 G	97%	<b>-</b> 0%	1%	0%	1%	0%	F	0.082	F	0.524	38000	G
George Washington Mem Hwy	Tork County	5.05 <b>35</b> 0	000 G	91 /0	0 /0	1 /0	0 /0	1 /0	0 /6		0.002	ı	0.324	30000	G
~~~	To- From:		Cook Rd		}										
(17) George Washington Mem Hwy	York County	3.35 39 0	000 G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.524	42000	G
\sim	To-	99_1001 N	Mathew St		—										
(17) George Washington Mem Hwy	York County		000 F	97%	0%	1%	0%	1%	0%	F	0.089	F	0.679	36000	F
(17) George Washington Mem Hwy	Tork County		County Line	31 /0	٦ ٠/٥	1 /0	0 /0	1 /0	0 /0	•	0.000	'	5.013	30000	'
		Gioucestei	County Line		1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

,		i iiiiai y and	i interstate Ri				Trı	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	York	County Line		_										
(17) George Washington Mem Hwy	Gloucester County	1.47	33000 F	97%	0%	1%	0%	1%	0%	F	0.089	F	0.679	36000	F
	Ta: From:	36-12	208 Roper Rd]										
(17) George Washington Mem Hwy	Gloucester County	1.49	33000 A	96%	0%	2%	0%	1%	0%	С	0.100	Α	0.659	34000	Α
	Ta: From:	SR	216 Hayes]										
17)	Gloucester County	2.92	35000 F	96%	0%	2%	0%	1%	0%	F	0.094	F	0.646	37000	F
	Ta: From:	36-6	36 Ordinary]—										
17	Gloucester County	3.12	31000 F	96%	0%	2%	0%	1%	0%	F	0.089	F	0.626	33000	F
	To- From:		36-628]—										
17	Gloucester County	3.01	28000 F	96%	0%	2%	0%	1%	0%	F	0.089	F	0.587	30000	F
	To: From:	Bus US 17 So	outh of Glouceste	r CH]										
17	Gloucester County	1.68	17000 F	95%	1%	1%	1%	2%	0%	С	0.086	F	0.563	18000	F
	Ta. From:	Bus US 17 No	orth of Glouceste		_										
(17) (14)	Gloucester County	2.45	14000 F	96%	0%	2%	0%	1%	0%	F	0.085	F	0.577	15000	F
<u> </u>	Ta: From:	36	6-606 Ark]										
(17) (14)	Gloucester County	1.65	12000 F	96%	0%	2%	0%	1%	0%	F	0.080	F	0.544	13000	F
	To- From:		36-615]—										
(17) (14)	Gloucester County	3.73	11000 F	96%	0%	2%	0%	1%	0%	F	0.079	F	0.538	12000	F
\$ \$	To- From:	SR	R 14 Adner]—										
17	Gloucester County	4.77	6700 F	96%	0%	2%	0%	1%	0%	F	0.076	F	0.538	7100	F
<u> </u>	To- From:	SR	33 Glenns]—										
(17) (33)	Gloucester County	1.55	12000 F	96%	0%	2%	0%	1%	0%	F	0.079	F	0.506	13000	F
\bigcirc	To: From:		sex County Line ster County Line												
(17) (33)	Middlesex County		12000 F	96%	」 0%	2%	0%	1%	0%	F	0.081	F	0.508	13000	F
	To		SR 33 South of S												
17	From·L Middlesex County		5300 F	96%	- 0%	2%	0%	1%	0%	F	0.079	F	0.514	5600	F
	To		7 North of Salud												
17	Middlesex County		6500 F	96%	0%	2%	0%	1%	0%	F	0.083	F	0.500	6800	F
	To:	50 /	603 Warner												
17	Middlesex County		5100 F	96%	0%	2%	0%	1%	0%	F	0.086	F	0.523	5300	F
<u> </u>	Tax		59-602		¬										
17	From: L Middlesex County		5500 F	96%	0%	2%	0%	1%	0%	F	0.079	F	0.545	5800	F
	To:		County Line		1										
\sim	From:		sex County Line	0.001			200	461	200			_			_
17	Essex County	4.67	5400 G	96%	0%	2%	0%	1%	0%	F	0.074	F	0.617	5600	G
	To: From:		4 Center Cross]—										
17)	Essex County		4900 G	96%	0%	2%	0%	1%	0%	F	0.077	F	0.647	5000	G
	10:		28-609												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	ia interst	ate Rot	nes											
Doute	luriadiation	Longth	AADT	04	4Tiro	Due		Tru	ck		00	K	OK	Dir	A A)A/DT	OW
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv
	From:		28-609			1										
17)	Essex County	3.03	7900	G	96%	0%	2%	0%	1%	0%	F	0.075	F	0.643	8200	G
						7										
	From:		360 Brays I			J							_			
{ 17 } { 360 }	Essex County	0.20	22000	G	93%	0%	1%	1%	5%	0%	F	0.079	F	0.51	19000	G
\longrightarrow	To:	SCI	Tappahanı	nock		1										
(17) (360)	Town of Tappahannock (Maint: 28)	2.24	22000	N	93%	0%	1%	1%	5%	0%	Ν	0.079	Ν	0.51	19000	Ν
17 (300)																
~~	From:		60 Tappaha			J										_
17	Town of Tappahannock (Maint: 28)	0.62	7200	Α	93%	0%	1%	1%	5%	0%	С	0.139	Α	0.65	6400	Α
	Ta-	NCI	_ Tappahan	nock		1										
17)	Essex County	2.53	7200	N	93%	0%	1%	1%	5%	0%	N	0.139	Ν	0.65	6400	Ν
		2.00			0070	70	1,0	170	070	070	• •	0.100	• •	0.00	0100	.,
~~	To- From:		28-703			_										
17	Essex County	3.71	6200	G	93%	0%	1%	1%	5%	0%	F	0.076	F	0.533	5400	G
	Tax	-	28-624 Care	t		1										
17)	Essex County	9.35	5600	G	93%	0%	1%	1%	5%	0%	F	0.076	F	0.525	4900	G
		0.00				-	.,,	.,,	0,0	0 / 0	·	0.0.0		0.020	.000	•
~~~	To- From:		28-635													
17	Essex County	4.45	5100	G	93%	0%	1%	1%	5%	0%	F	0.079	F	0.564	4500	G
$\bigcirc$	To:		line County													
~~~	From:		ex County I													
17	Caroline County	5.89	5100	G	93%	0%	1%	1%	5%	0%	F	0.081	F	0.567	4400	G
	Ta-	US	301 Port Re	oval		1										
17)	Caroline County	9.66	3800	G	93%	0%	1%	1%	5%	0%	F	0.091	F	0.55	3300	G
					0070	7	.,,	.,,	0,0	0 / 0	·	0.00		0.00	0000	•
~~	To- From:		16-610													
17	Caroline County	2.57	4000	G	93%	0%	1%	1%	5%	0%	F	0.097	F	0.507	3500	G
<u> </u>	To:		lvania Cour													
~~~ - ····· -	From:		line County			J					_		_			_
(17) Mills Dr	Spotsylvania County	1.89	4800	G	93%	0%	1%	1%	5%	0%	F	0.080	F	0.501	4200	G
<u> </u>	Tay	S	R 2 C2US 1	7		1—										
17 Mills Dr	Spotsylvania County	1.23	6300	G	85%	1%	2%	4%	8%	0%	С	0.079	F	0.523	5500	G
	-					-	-/-	.,.	-,-		_		-	****		_
~~~	To- From:		88-609													
(17) Mills Dr	Spotsylvania County	3.17	11000	G	92%	1%	1%	1%	5%	0%	С	0.089	F	0.572	9300	G
<u> </u>	To-	88	-771; 88-10	35		1										
17 Mills Dr	Spotsylvania County	1.35	15000	G	93%	0%	1%	1%	5%	0%	F	0.083	F	0.594	13000	G
17) 2.	To-	1.00	US 1		0070	7	1,0	170	070	070	•	0.000	•	0.001	10000	Ū
	From:	Functi	onal Class (Change		1										
(17)	Spotsylvania County	0.48	37000	G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.624	40000	G
	To	J	I-95		/-	7	. , •	- / 0	. , •	- / 0	-		-			-
	From:		US 1			1										
(17) (95)	Spotsylvania County	2.81			Ç	See I-9	5 for dire	ectional t	raffic vo	olume es	timate	s for this	sean	nent.		
(1)	Combined Traffic Estimates for 2 Parallel Roadways or		101000	G	83%	1%	1%	1%	14%	0%	F	0.066	-	0.505	86000	G
	Tallo Latinates for 2 Farante Roduwdys of		Fredericks		00 /0	7	1 /0	1 /0	I ¬ /0	U /0	1	0.000	'	0.505	55000	J
	···	SCI	Treuericks	ouig												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and	a microta					Tr	uck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	20vla		1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL	Fredericksb	urg		1	ZANIC	JIANIC	IIIali	ZIIali		1 actor		i actor		
17 95	City of Fredericksburg (Maint: 88		- Todorronso	<u></u>	5	See I-98	5 for dire	ectional	traffic vo	lume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	101000	G	83%	1%	1%	1%	14%	0%	F	0.066	F	0.505	86000	G
	To-		SR 3													
17 95	From: L City of Fredericksburg (Maint: 88	3) 2.29	SICS			See I-95	5 for dire	ectional	traffic vo	lume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	140000	G	83%	1%	1%	1%	14%	0%	F	NA	ŭ		120000	G
	To:		ord County L													
\sim	From:		Fredericksb	urg]										
[17] [95]	Stafford County	0.74	4.40000	_								s for this	segn	nent.	400000	0
	Combined Traffic Estimates for 2 Parallel Roadways		140000 7; BUS US	G 17	83%	1% 7	1%	1%	14%	0%	F	NA			120000	G
	From:		8US US 17	1/												
17 Warrenton Rd	Stafford County		39000	F	86%	0%	1%	1%	11%	0%	F	0.075	F	0.54	39000	F
	To:	89-655	Holly Come	er Rd												
17 Warrenton Rd	From: L Stafford County		23000	F	86%	0%	1%	1%	11%	0%	F	0.071	F	0.525	22000	F
	Tal	90.7	705 Hartwoo			1										
(17) Warrenton Rd	From: L Stafford County		18000	F F	86%	0%	1%	1%	11%	0%	F	0.076	F	0.530	18000	F
(17) Walterhalt Na	To:		ier County I		0070	7	1 /0	1 70	1170	070	•	0.070	•	0.000	10000	•
	From:		rd County L													
17 Marsh Rd	Fauquier County	1.89	22000	G	86%	0%	1%	1%	11%	0%	F	0.067	F	0.528	22000	G
<u> </u>	To- From:	30-6	615 Goldvei	n												
17 Marsh Rd	Fauquier County	4.28	22000	G	86%	0%	1%	1%	11%	0%	F	0.078	F	0.602	21000	G
	Tau	30-6	34 Morrisvi	lle		1										
17 Marsh Rd	Fauguier County		24000	G	86%	0%	1%	1%	11%	0%	F	0.072	F	0.514	23000	G
	To:	CD ·	28 Catlett R	d		1										
17 Marsh Rd	From: L Fauguier County		20000	<u>.u</u> А	86%	J 0%	1%	1%	11%	0%	С	0.101	Α	0.506	20000	Α
(17)	Ta-					7	. , 0	.,,	,0	0,0	Ū	0		0.000		
17 15 29 James Madiso	on Hwy Fauquier County	2.28	5, US 29 O ₁	oal A	89%	1%	1%	1%	8%	0%	С	0.097	Α	0.573	40000	Α
[17] [15] [29] James Madiso	an rauquier Gourny				0970	1 /0	1 /0	1 /0	070	0 70	C	0.037	^	0.575	40000	^
C C Laure Madice	From:		Lees Ridge		89%	40/	40/	40/	00/	00/	F	0.074	F	0.575	47000	
[17] [15] [29] James Madiso	n Hwy Fauquier County	2.43	48000	G	89%	1%	1%	1%	8%	0%	г	0.071	r	0.575	47000	G
	To- From:	BUS US 15,17				}										
(17) (15) (29)	Fauquier County	2.44	38000	G	89%	1%	1%	1%	8%	0%	F	0.073	F	0.62	37000	G
~ ~ ~	Ta- From:	US 15, US 2				}										
17	Fauquier County	0.38	12000	N	83%	1%	2%	1%	13%	0%	N	0.076	Ν	0.532	11000	N
	To- From:	SC	L Warrenton	n		}										
17	Town of Warrenton (Maint: 30)	1.52	12000	G	83%	1%	2%	1%	13%	0%	F	0.076	F	0.532	11000	G
	To:	NC	L Warrento	n		Ъ—										
17	Fauquier County		21000	G	83%	1%	2%	1%	13%	0%	F	0.078	F	0.501	21000	G
	Ta	I	Bus US 17			1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary a	ilu ilileisia	ale Not	iles			т				1/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From		D 110.15				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
James Madison Huss		2.00	Bus US 17		83%		20/	40/	400/	00/	N.I	0.070	N.	0.504	04000	N.I
[17] James Madison Hwy	Fauquier County	3.09	21000	N	83%	1%	2%	1%	13%	0%	N	0.078	N	0.501	21000	N
~~~	To: From:		30-777			]										
17 James Madison Hwy	Fauquier County	4.31	18000	Α	83%	1%	2%	1%	13%	0%	С	0.109	Α	0.643	18000	Α
<u> </u>	To- Front	SR 2	45 Old Tave	rn Rd		1										
17 Winchester Rd	Fauquier County	0.64	16000	G	83%	1%	2%	1%	13%	0%	F	0.076	F	0.532	15000	G
	To	20	709 Belvoir	Dd												
17 Winchester Rd	From: Fauquier County	1.38	15000	G	83%	1%	2%	1%	13%	0%	F	0.075	F	0.536	15000	G
(17) Winchester Rd	To:		66; BUS US		00 /0	٦ ' '	270	1 /0	13 /0	0 70	•	0.073	'	0.550	13000	O
	From:		17; BUS US			1										
(17) (66)	Fauquier County	1.27			(	See I-6	6 for dire	ectional t	raffic vo	olume es	timate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	40000	G	88%	1%	2%	0%	8%	0%	F	NA	Ū		38000	G
	To:		S US 17, SR			7										
	From:		Gap in US 17	7												
(17) (66) (55)	Fauquier County	3.42			(	See I-6	6 for dire	ectional t	raffic vo	olume es	timate	es for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	39000	G	88%	1%	2%	0%	8%	0%	F	NA			38000	G
	To:		I-66													
17 (55) Winchester Rd	From: L Fauguier County	0.64	9200	G	83%	<b>1</b> %	2%	1%	13%	0%	F	0.079	F	0.644	8900	G
(17) (33) 11 monocial 11d	Combined Traffic Estimates for 2 Parallel Roadways			G	0070	170	270	170	1070	070	•	NA	•	0.011	NA	Ŭ
	Combined Traine Estimates for 21 drailer (Coddways					_						INA			INA	
~ w	From:		South of De	1	000/	40/	<b>50</b> /	40/	440/	00/	_	0.070	_	0.000	7000	
(17) Winchester Rd	Fauquier County	5.68	7800	G	82%	1%	5%	1%	11%	0%	С	0.079	F	0.628	7600	G
	Ta- From:	3	0-710 Carr R	₹d		]										
17 Winchester Rd	Fauquier County	1.48	7900	G	85%	1%	3%	0%	11%	0%	С	0.079	F	0.625	7600	G
$\bigcirc$	Ta-		US 50 Paris			<b>T</b>										
17 50 John S Mosby Hwy	Fauguier County (Maint: 53)	1.11	14000	G	93%	1%	4%	0%	2%	0%	С	0.088	F	0.737	14000	G
(17) (30) serial s mess, rm,	To:		rke County I		0070	٦	.,0	0,0	=/-	0,0	Ū	0.000	•	0		
	From:		uier County													
17 50 John S Mosby Hwy	Clarke County	3.44	14000	F	95%	1%	1%	1%	2%	0%	F	0.095	F	0.699	15000	F
	To:	21-72	3 East of Mil	llwood												
~ ~	From:		East of Mil													
{17} {50}	Clarke County	1.97	13000	F	95%	1%	1%	1%	2%	0%	С	0.097	F	0.710	13000	F
$\bigcirc$	To- From:		SR 255			Т—										
(17) (50)	Clarke County	2.83	13000	F	95%	1%	1%	1%	2%	0%	F	0.094	F	0.717	14000	F
(1)	, ⊏	110.3	40.0 -1 -01	D.		7										
$\bigcirc$	From:		40 South of I	_	050/	40/	40/	40/	20/	00/	_	0.000	_	0.00	10000	г
[17] [50]	Clarke County	1.67	12000	F	95%	1%	1%	1%	2%	0%	F	0.093	F	0.68	12000	F
	From:		erick County rke County I			1										
17 50 Millwood Pike	Frederick County	2.72	11000	G	91%	<b>」</b> 1%	4%	2%	2%	0%	F	0.088	F	0.699	11000	G
[17] [50] Millwood Pike	To:		Carpers Val		J 1 /0	٦ ' '	7/0	<b>2</b> /0	<u>~</u> /0	U /0	'	0.000	'	0.000	11000	J
	From:		Sulphur Spi													
17 50 Millwood Pike	Frederick County	1.52	19000	G	91%	1%	4%	2%	2%	0%	С	0.084	F	0.603	20000	G
(1) (30)	To:		2 Front Roya			٦	, -	, -	, -		-		•			-
						-										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pililary ai	TIG TITLOTOR	210 1 101				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	US 52	2 Front Roy	al Pike		]										
(17) (50) (522) Millwood Pike	Frederick County	0.16	19000	G	91%	1%	4%	2%	2%	0%	С	0.084	F	0.603	20000	G
<del></del>	To: From:	EG	CL Winches			]										
(17) (50) (522) Millwood Ave	City of Winchester (Maint: 34)	0.09	26000	G	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	G
<u> </u>	To: From:	Maintenan	I-81 nce Jurisdicti	on Chan	ge.											
17 50 522 Jubal Early Driv	ve City of Winchester	0.05	26000	G	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	G
$\bigcirc$	To. From:	J	ubal Early D	)r		<del> </del>										
17) (50) (522) Millwood Ave	City of Winchester	0.86	17000	G	97%	0%	2%	0%	1%	0%	С	0.087	F	0.521	19000	G
$\bigcirc$	To:	US	11 Camero	n St												
Bus	From:		L Fredericks													
17 1	Stafford County	0.35	31000	F	98%	0%	1%	0%	1%	0%	F	0.085	F	0.674	34000	F
Bus	From:		R 212 FALN SR 212 Fal													
Bus (17)	Stafford County	1.65	30000	F	96%	0%	1%	1%	2%	0%	С	0.081	F	0.646	33000	F
	To:		US 17; I-95													
Bus	From:		7, SR 2 Nev													
17 2	Spotsylvania County	3.56	11000	G	91%	1%	2%	3%	3%	0%	С	0.084	F	0.567	11000	G
Bus	To: From:		88-1310													
(17) (2)	Spotsylvania County	0.97	21000	G	91%	1%	2%	3%	3%	0%	F	0.092	F	0.632	23000	G
$\bigcirc$	To:	ECI	L Fredericks	burg		1										
Bus 17 2 Dixon St	City of Fredericksburg	0.55	25000	G	94%	<b>-</b> 1%	1%	2%	3%	0%	С	0.085	F	0.561	27000	G
(17) (2) Bindir St	Tree Tree Tree Tree Tree Tree Tree Tree					۰٬٬۰	170	270	070	070	Ū	0.000	•	0.001	2,000	Ū
Bus	From:		om Rte. 3 C								_					
17 2 Dixon St	City of Fredericksburg	0.26	10000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.576	11000	G
Bus	To: From:		Charles St			_										
17 2 Dixon St	City of Fredericksburg	0.06	4700	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.623	5100	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	11000	G	98%	1%	1%	0%	1%	0%	F	NA			11000	G
Rue	To: From:	Pr	incess Anne	St		}										
Bus 17 2 Dixon St	City of Fredericksburg	0.06	2400	G	98%	0%	1%	0%	0%	0%	С	0.082	F		2600	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	1%	1%	0%	1%	0%	С	NA			8900	G
	To:		Caroline St													-
Bus  17  2 Caroline Street	City of Fredericksburg	0.24	Dixon Stree 2400	t G	98%	 1%	1%	0%	0%	0%	С	0.083	F		2600	G
(17) (2) Caroline Street	City of Fredericksburg  Combined Traffic Estimates for 2 Parallel Roadways			G	98% 97%	1% 1%	1% 1%	0% 0%	0% 1%	0% 0%	C	0.083 NA	Г		8900	G
	Combined Trainic Estimates for 2 Parallel Roadways				9170	170	1 70	U70	1 70	U 70	C	INA			0900	G
Bus Bus	To: From:		ayfayette Bl													
(17) (1) (2) Caroline St	City of Fredericksburg	0.38	5300	G	94%	2%	3%	0%	0%	0%	F	0.084	F		5700	G
~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	1%	2%	0%	0%	0%	F	NA			13000	G
	To	Bus	SR 3 Willia	m St		<u> </u>										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu miersia	ie Roi	ites											
Route	Jurisdiction	Length	AADT	QA	4Tire	Rus		Tru	ck		QC	K	QK	Dir	AAWDT	ΟW
route	ounsalou	Longui	7701	W.T.	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	A-1101	QVV
Bus Bus	From:	Bus	SR 3 Willian	ı St												
17 1 Caroline St	City of Fredericksburg	0.51	5700	G	94%	2%	3%	0%	0%	0%	С	0.079	F		6100	G
	Combined Traffic Estimates for 2 Parallel Roadway	e on this Pouto:		G	97%	1%	2%	0%	0%	0%	С	NA			16000	G
	To:	ys on this route.	Herndon St	<u> </u>	91 /0	7 70	2 /0	0 /0	0 /0	0 /0	C	INA			10000	G
Due Due	From:		Caroline St			-										
Bus Bus	City of Freedomial colorina			_	94%	」 2%	20/	00/	00/	00/	_	0.070	F		5000	0
17 (1) Herndon St	City of Fredericksburg	0.06	5400	G		2%	3%	0%	0%	0%	F	0.076	F		5900	G
<b>* *</b>	To:		Par Princess		St											
Bus Bus	From:		S 1 Par Hern			J					_		_			_
17 Princess Anne St	City of Fredericksburg	0.70	12000	G	98%	0%	1%	0%	0%	0%	С	0.079	F	0.661	13000	G
$\bigcirc$	To:		erson Davis I													
Bus	From:	BUS US	1 Princess A	nne Ave												
17 1 Jefferson Davis Blvd	City of Fredericksburg	0.11	31000	N	98%	0%	1%	0%	1%	0%	Ν	0.085	Ν	0.674	34000	Ν
	To:	NCI	Fredericksb	urg		1										
	From					i i										
Bus			Dixon Street		0701	J	401	401	461	061	_	0.000	_	0.550	0000	-
(17) (2) Charles Street	City of Fredericksburg	0.26	5800	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.553	6300	G
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	8200	G	97%	1%	1%	0%	1%	0%	С	NA			8900	G
	To:	Bus US 1, B	us US 17 Laf	ayette I	Blvd											
Due	From:	İ	I-66, US 17			1										
Bus (17)	Favorian County	0.71	8200	^	95%	J 00/	20/	40/	20/	00/	С	0.005	F	0.505	0000	0
(17)	Fauquier County	0.71	8200	G	95%	0%	2%	1%	2%	0%	C	0.085	F	0.525	8200	G
	To	SR 55	Main St, Ma	rshall		<b>├</b>										
Bus	From:										_		_			_
17 55 Main St West	Fauquier County	0.85	7100	G	95%	1%	3%	1%	1%	0%	F	0.094	F	0.615	7100	G
$\bigcirc$	To:	I- 66-US	17 North of I	Marshal	l											
Rus	From	US 1	7 South of Sa	luda												
Bus (17) (33)	Middlesex County	0.80	7100	F	92%	1%	3%	1%	3%	0%	С	0.08	F	0.503	7300	F
[17] [33]	Wilddiesex Godiffy	0.00	7 100	•	JZ /0	1 /0	370	1 /0	370	0 70	O	0.00	•	0.505	7 300	
Dur			SR 33 Saluda			}										
Bus (17)	Middle O t	0.00	0000	-	000/	40/	00/	40/	00/	00/	_	0.004	_	0.540	0000	_
(17)	Middlesex County	0.83	3200	F	92%	1%	3%	1%	3%	0%	F	0.091	F	0.516	3300	F
<u> </u>	To:	US 17	7 North of Sa	luda												
Bus	From:	US 17 So	outh of OF Gl	ouceste	r											
(17)	Gloucester County	1.20	21000	F	98%	0%	1%	0%	1%	0%	С	0.086	F	0.631	22000	F
Bus (17)	Cloudsold County	1.20		•	0070	_	1 / 0	070	170	070	•	0.000	•	0.001		•
	To: From:		SR 3		-											
Bus (17) (14)	Gloucester County	0.71	12000	F	98%	1%	1%	1%	0%	0%	F	0.087	F	0.564	12000	F
[17] [14]	Gloucester County	0.71	12000	Г	<i>30 /</i> 0	1 /0	1 /0	1 /0	U /0	U /0	'	0.007	'	0.504	12000	'
Dura -	Ta:		36-1007			}										
Bus	Prom:	0.50		_	0001	401	407	407	001	001	_	0.000	_	0.540	7.400	_
$\{17\}$ $\{14\}$	Gloucester County	0.56	7300	F	98%	1%	1%	1%	0%	0%	С	0.086	F	0.516	7400	F
~ ~	To:	US 17 No	orth of Glouce	ester CI	ł	]										
Bus Bus Bus	From:	US	15 US 17 US	29												
17 (15) (29) James Madisor	n Hwy Fauquier County	0.55	9900	В	96%	1%	2%	1%	1%	0%	С	0.1	Α	0.601	11000	В
(17) (13) (29) Garries Madison	i adquior county				3370	/ 0	_ /0	. 70	. 70	<b>5</b> /0	9	U. I	, ,	0.001	1.000	5
Bus Bus Bus	To: From:	SO	CL Warrenton	n												
~~~~~~~	Town of Warrenten	0.24	9900	N	96%	1%	20/	10/	10/	Ω0/	NI	0.1	NI	0.601	11000	N
[17] [15] [29] James Madisor	n Hwy Town of Warrenton	0.34		IN	90%	170 7	2%	1%	1%	0%	N	0.1	N	0.601	11000	IN
~ ~ ~	To		Bus US 15													

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		FIIIIdi y di i	u iiileisia					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	1	US 15 Bus			ī	ZANIC	3 - AXIC	TTTGII	ZITAII		1 actor		1 actor		
17 29 Shirley Ave	Town of Warrenton	0.96	13000	G	96%	1%	2%	0%	0%	0%	С	0.085	F	0.562	13000	G
	To		Tulmaman Ct			1										
Bus Bus	From:		Culpeper St													
[17] [29]	Town of Warrenton	0.80	14000	G	96%	1%	2%	0%	0%	0%	С	0.085	F	0.538	15000	G
<u> </u>	To- From	J	JS 211 Bus]—										
Bus Bus (29) (211) Broadview Ave	Town of Warrenton	0.86	34000	G	96%	- 1%	2%	0%	1%	0%	С	0.081	F	0.592	34000	G
(17) (29) (211) Broadview Ave	Town of Walterion				30 /0	1 /0	2 /0	0 70	1 /0	0 70	C	0.001	•	0.552	34000	O
Bus	To- From:	US 29	9 Bus; Lee I	Hwy												
17 Broadview Ave	Town of Warrenton	0.57	13000	G	97%	1%	2%	0%	1%	0%	С	0.092	F	0.523	13000	G
\bigcirc	To-	NC	CL Warrento	n		1										
Bus (17)	From:				0=0/	40/	201	00/	407	00/	_		_		44000	_
[17]	Fauquier County	0.25	10000	G	97%	1%	2%	0%	1%	0%	F	0.089	F	0.562	11000	G
	111		US 17													
Bus	From:		Dominion :		2221		407	407	=0.4	00/	_		_			_
(17) George Washington Hwy	City of Chesapeake	3.47	4100	G	93%	0%	1%	1%	5%	0%	F	0.097	F	0.738	4000	G
Bus	To- From:	SR	165 Cedar F	Rd]										
17 George Washington Hwy	City of Chesapeake	1.19	24000	G	93%	0%	1%	1%	5%	0%	F	0.074	F	0.609	23000	G
(17) Sooige Washington Vini,	To:		I-64		0070	7	. , 0	. , 0	0,0	0,0	•	0.0.	•	0.000		•
	From	SR 3	311 Paint Ba	ank		i										
19	Craig County	5.12	210	G	97%	1%	1%	0%	0%	0%	F	0.123	F	0.558	220	G
(18)	To:		any County		0.70	٦ ```	. , 0	0,0	0,0	0,0	•	020	•	0.000		•
	From		g County Li													
(18)	Alleghany County	0.43	200	G	97%	1%	1%	0%	0%	0%	С	0.117	F	0.5	210	G
	To	03-6	07 Potts Cre	eek		1—										
18	Alleghany County	2.82	250	G	97%	1%	1%	0%	0%	0%	F	0.107	F	0.533	260	G
	To		03-608			1										
40	Alleghany County	7.93	930	G	97%	1%	1%	1%	0%	0%	F	0.098	F	0.686	940	G
18	, magnary addrity				01 70	7	1,0	170	070	070	•	0.000	•	0.000	0.10	Ü
	To- From:		14 Near An		070/		40/	40/	00/	00/		0.007	_	0.705	4700	
18	Alleghany County	3.20	1600	G	97%	1%	1%	1%	0%	0%	С	0.097	F	0.735	1700	G
	From:		03-657]—										
18	Alleghany County	4.04	1900	G	97%	1%	1%	1%	0%	0%	F	0.090	F	0.746	2000	G
	To	SC	L Covingto	n		1										
18 Indian Valley	City of Covington	0.37	3000	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.694	3200	G
•			Pitzer Ridge													
18 S Carpenter Dr	City of Covington	0.44	4800	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.639	5200	G
10) 5 53 55 110 21	To-		ordon Street		30,0	٦ . ٠	.,,	0,0	0,0	0,0	J	3.004	•	0.000	0200	•
	From:		Gordon Str													
18 S Carpenter Dr	City of Covington	0.31	6100	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.64	6600	G
$\overline{}$	Ta-	Edg	gemont Driv	ve												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deste	had the	1 - 0 -	ADT 0:	4.T.	р.		Tru	ck			K	011	Dir	A A) A (D =	- C1
Route	Jurisdiction	Length A		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
(18) Carpenter Drive	City of Covington		t Road Ext 200 G	96%	】 1%	1%	2%	0%	0%	С	0.164	F	0.552	4500	G
	To:	US 220	Madison St												
~~-	From:		S 421]										
(19) (381) (421) Commonwealth Ave	City of Bristol	0.16 19	9000 G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.534	21000	G
~~~	From:		mberland Ave	050/		40/	40/	00/	00/		0.007	_	0.554	00000	
19 381 421 Commonwealth Ave	City of Bristol		1000 G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.551	22000	G
19) (381) (421) Commonwealth Ave	City of Printel		r Sycamore St	95%	0%	10/	10/	20/	0%	F	0.007	F	0.560	22000	
19 381 421 Commonwealth Ave	City of Bristol			95%	U% -	1%	1%	3%	0%	F	0.087	Г	0.569	22000	(
19 \ 11 \ Euclid Ave	City of Bristol		<u>Г 381</u> 1 <b>000 G</b>	98%	0%	1%	0%	0%	0%	F	0.091	F	0.525	11000	(
19) [11] Euclid Ave	City of Briston			90%	U% ¬	170	U70	070	070	Г	0.091	Г	0.525	11000	
19 \ 11 \ Euclid Ave	City of Bristol		900 G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.523	8400	
19) (11) Euclid Ave	City of Briston			90%	U% ¬	170	U70	070	070	C	0.094	Г	0.525	0400	
19 ( /11 ( Lee Hwy	City of Bristol		oore St 7000 G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.564	18000	(
19) (11) Lee Hwy	City of Briston			90%	U% 7	170	U70	070	070	Г	0.000	Г	0.504	10000	•
Loo Huy	City of Priotol		lley Dr 5000 G	98%	0%	0%	0%	1%	0%	С	NA			15000	(
19) (11) Lee Hwy	City of Bristol		rhill Rd	9070	7 U%	076	070	170	070	C	INA			15000	•
	From-		and Rd												
19 (11) Lee Hwy	City of Bristol	1.22 <b>1</b> 9	9000 G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.58	20000	(
~ ~	To- From:		ham Rd		_										
19) (11) Lee Hwy	City of Bristol	0.51 <b>18</b>	3000 G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.582	19000	(
~ ~	From	Old A	irport Rd		]										
19) (11) Lee Hwy	City of Bristol	0.68 <b>12</b>	2000 G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.529	13000	(
~ ~	To- From:		Bristol		]										
19) (11)	Washington County	2.83 <b>8</b>	900 A	97%	0%	1%	0%	1%	0%	С	0.112	Α	0.601	9200	,
~ ~	To- From:		h Co Ind Park R	Rd	]										
19} (11)	Washington County	0.80 9	700 N	95%	1%	1%	2%	2%	0%	N	0.087	N	0.557	10000	1
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	From:		5-869		]										
19] [11]	Washington County		700 G	95%	1% <b>1</b>	1%	2%	2%	0%	С	0.087	F	0.557	10000	(
	From:		Boundary Diver Rd												
19) (11)	Washington County		700 G	96%	0%	2%	1%	1%	0%	С	0.084	F	0.516	8800	(
$\sim$	To: From:	WCL A	Abingdon		1—										
19 11 Main St	Town of Abingdon		600 G	97%	0%	1%	1%	2%	0%	С	0.094	F	0.52	10000	C
	Tax	SR 140 Jo	onesboro Rd		1—										
19 (11) Main St	Town of Abingdon		4000 G	95%	1%	2%	0%	2%	0%	F	0.087	F	0.527	26000	(
~ · ·	Tax	Colo	onial Rd		1—										
19 (11) Main St	Town of Abingdon		3000 G	95%	1%	2%	0%	2%	0%	F	0.088	F	0.512	25000	C
~ ~	To:	US 11 1	MAIN ST												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and	a microto	ito i toc	1100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US	S 11 Main S	t												
19 Porterfield Rd	Town of Abingdon	0.45	15000	G	91%	0%	2%	1%	5%	0%	F	0.087	F	0.562	16000	G
ALT	To- From:	I	Alt US 58			]—										
ALT (19) (58) Porterfield Rd	Town of Abingdon	0.21	21000	G	91%	0%	2%	1%	5%	0%	F	0.087	F	0.567	23000	G
(19) (56) i sitamad ita	To.				0170	7	270	1 70	070	070	•	0.007	•	0.007	20000	Ü
ALT	From:		L Abingdo													
[19] [58]	Washington County	3.79	19000	G	91%	0%	2%	1%	5%	0%	F	0.082	F	0.597	19000	G
ALT	To: From:		95-700			]—										
(19) (58)	Washington County	3.03	18000	G	91%	0%	2%	1%	5%	0%	F	0.082	F	0.594	18000	G
	To:		95-802			1										
ALT	From:				0.40/		201	101	-0/	221	_		_		4=000	_
[19] [58]	Washington County		17000	G	91%	0%	2%	1%	5%	0%	F	0.084	F	0.575	17000	G
ALT	From:		ell County I gton Count													
~~~	Russell County	1.98	16000	G	91%	0%	2%	1%	5%	0%	F	0.083	F	0.561	16000	G
[19] [58]	Tecl		58 Hanson			7										
10	Russell County		12000	G	91%	0%	2%	1%	5%	0%	F	0.079	F	0.512	13000	G
19	Nussell County	0.77			3170	7	270	1 /0	370	0 70	•	0.073	'	0.512	13000	O
	Russell County	2.19	83-841 12000	G	91%	0%	2%	1%	5%	0%	F	0.08	F	0.531	12000	G
19	Russell County				9170	- 0 / 0	2 /0	1 /0	J /0	0 /6	'	0.00	'	0.551	12000	G
	To- From:		CL Lebanor		0.101		201	101	-0/	201						
19	Town of Lebanon (Maint: 83)	0.15	8300	G	91%	0%	2%	1%	5%	0%	F	0.083	F	0.504	8600	G
	To- From:		id CL Leba			}										
19	Russell County	1.15	12000	G	91%	0%	2%	1%	5%	0%	F	0.081	F	0.561	13000	G
	To- From:	E Mi	d CL Lebai	non]										
19	Town of Lebanon (Maint: 83)	0.76	7600	G	91%	0%	2%	1%	5%	0%	F	0.082	F	0.552	7900	G
	To	252-6	654 Pittston	Rd												
19	Town of Lebanon (Maint: 83)	1.65	11000	G	91%	0%	2%	1%	5%	0%	F	0.078	F	0.589	11000	G
	Tac	EC	CL Lebanor	1		1—										
19	Russell County		13000	G	91%	0%	2%	1%	5%	0%	F	0.076	F	0.58	14000	G
	To		SR 80													
10 (90)	Russell County	2.57	13000	G	91%	0%	2%	1%	5%	0%	F	0.076	F	0.579	14000	G
19 80					0.70	7	_,,	.,,	0,0	• 70	•	0.0.0	•	0.0.0		
	Russell County	8.11	80 Rosedal	G G	91%	0%	2%	1%	5%	0%	С	0.082	F	0.537	9800	G
19	To:		ell County		<i>3</i> 1/0	7	Z /0	1 /0	J /0	U /0	C	0.002	'	0.557	9000	G
-	From:		ell County I													
19	Tazewell County	2.38	12000	G	91%	0%	2%	1%	5%	0%	F	80.0	F	0.568	12000	G
	To-		92-609			Ī										
19	Tazewell County	3.04	13000	G	91%	0%	2%	1%	5%	0%	F	0.074	F	0.543	14000	G
	To:	US 46	0 Claypool	Hill												
<u> </u>																

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

		Filliary and interst	ato i to				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	US 460 Claypoo	ol Hill		1										
(19) (460)	Tazewell County	5.73 13000	G	93%	0%	2%	1%	3%	0%	F	0.077	F	0.533	14000	G
	To- From:	92-639			}—										
(19) (460)	Tazewell County	5.13 13000	G	93%	0%	2%	1%	3%	0%	F	0.079	F	0.516	13000	G
<u> </u>	To- From:	US 19, Bus US	3 460		}—										
(19) (460)	Tazewell County	1.72 12000	G	93%	0%	2%	1%	3%	0%	F	0.078	F	0.535	12000	G
	To- From:	WCL Tazew	ell]——										
(19) (460)	Town of Tazewell (Maint: 92)	1.43 12000	N	93%	0%	2%	1%	3%	0%	Ν	0.078	Ν	0.535	12000	Ν
<u> </u>	To- From:	SR 61]——										
(19) (460)	Town of Tazewell (Maint: 92)	0.82 8900	G	93%	0%	2%	1%	3%	0%	F	0.078	F	0.575	9300	G
<u> </u>	To- From:	ECL Tazew	ell]										
(19) (460)	Tazewell County	1.93 8900	N	93%	0%	2%	1%	3%	0%	Ν	0.078	Ν	0.575	9300	Ν
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ 	To- From:	Bus US 46]										
(19) (460)	Tazewell County	5.75 12000	G	93%	0%	2%	1%	3%	0%	F	0.081	F	0.598	12000	G
~ ~	To- From:	92-680 Eas	t		}—										
(19)(460)	Tazewell County	4.86 14000	Α	93%	0%	2%	1%	3%	0%	С	0.099	Α	0.525	15000	Α
	To- From:	92-720 W			}—										
(19) (460)	Tazewell County	0.10 15000	G	93%	0%	2%	1%	3%	0%	F	0.082	F	0.512	15000	G
~~~	To- From:	US 460			]										
19	Tazewell County	1.56 <b>4000</b>	G	93%	0%	2%	1%	3%	0%	F	0.085	F	0.559	4200	G
	Ta- From:	WCL Bluefie			}—										
19	Town of Bluefield	1.16 <b>4000</b>	G	94%	1%	2%	2%	2%	0%	С	0.084	F	0.570	4400	G
~~~	To- From:	Montrose S			}										
(19) Virginia Ave	Town of Bluefield	0.95 4700	G	96%	0 %	1%	1%	1%	0%	F	0.079	F	0.511	5100	G
	From:	Walnut Av Virginia Av													
19 Walnut Ave	Town of Bluefield	0.05 2300	G	96%	0%	1%	1%	1%	0%	F	0.118	F	0.785	2500	G
	To- From:	SR 102 College	e Ave		1—										
19	Town of Bluefield	0.76 6300	G	96%	0%	1%	1%	1%	0%	С	0.087	F	0.543	6900	G
	To:	West Virginia Sta	ite Line												
Bus	From:	US 19]				-0:	_		_			
Bus (19)	Town of Lebanon	0.48 8500	G	96%	1%	1%	1%	2%	0%	С	0.106	F	0.51	8600	G
	To- From:	SR 71			}—										
Bus (19) Main Street	Town of Lebanon	0.60 9800	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.522	10000	G
\bigcirc	To- From:	SR 82 Clevelan	nd Rd		1										
Bus (19)	Town of Lebanon	0.42 12000	G	98%	- 0%	1%	0%	1%	0%	F	0.091	F	0.646	12000	G
(19)	Town or Lebanon	Fugate Ave		30 /0	7 0/8	1 /0	U /0	1 /0	U /0	'	0.091	'	0.040	12000	G
	<u> </u>														

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			iu iiileisia					Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		701 Church]										
(19) Main Street	Town of Lebanon	1.07	13000	G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.549	14000	G
Bus	To- From:	W 25	52- 654 Habe	er Dr		_										
(19) Main Street	Town of Lebanon	0.51	8700	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.531	8800	G
Bus	To: From:		Gilmer Ave]—										
(19) Main Street	Town of Lebanon	0.78	5900	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.584	6000	G
Bus	To- From:	Е	CL Lebanor	n]										
19	Russell County	0.17	5000	G	97%	0%	1%	0%	1%	0%	С	0.082	F	0.600	5100	G
	To-		N US 19													
Bus Bus (19) (460)	Tazewell County	1.58	S 19, US 46 1900	G G	94%	」 1%	1%	2%	2%	0%	F	0.096	F	0.611	1900	G
\bigcirc	To:		SR 91			1										
Bus Bus (19) (460)	Tazewell County	0.27	1700	G	94%	1%	1%	2%	2%	0%	С	0.092	F	0.512	1700	G
\sim	To:		SR 16			1										
Bus Bus 19 460 16	Tazewell County	1.11	2800	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.582	2900	G
Bus Bus	To- From:	W	CL Tazewe	ell		_										
19 (460) (16)	Tazewell County	0.44	1800	G	97%	1%	1%	0%	1%	0%	С	0.094	F	0.582	1900	G
Bus Bus	From:	W	SR 16 /CL Tazewe	ell		1										
(19) (460) (16) Main Street	Town of Tazewell	0.20	3000	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.514	3000	G
Bus Bus	Ta- From:	ALT SR	R 16 Fairgrou	unds Rd		}—										
(19) (460) (16) Main Street	Town of Tazewell	0.81	4500	G	98%	0%	1%	1%	1%	0%	F	0.089	F	0.537	4600	G
Bus Bus	To- From:	(Church Ave]—										
19 460 16 Fincastle Trpk	Town of Tazewell	0.44	5000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.559	5000	G
Bus Bus	To: From:	Т	azewell Ave	e]										
19 460 Fincastle Trpk	Town of Tazewell	1.65	8300	G	98%	0%	1%	1%	1%	0%	С	0.083	F	0.518	8500	G
Bus Bus	To- From:	SR 6	1 Ben Bolt I	Blvd		}—										
19 (460) Fincastle Trpk	Town of Tazewell	0.65	5600	G	98%	0%	1%	1%	1%	0%	F	0.089	F	0.576	5700	G
Bus Bus	Tra- From:	Е	CL Tazewel	11]										
19 460	Tazewell County	0.93 U	4500 S 19, US 46	G	98%	0%	1%	1%	1%	0%	F	0.08	F	0.611	4500	G
Truck Truck	From		Commonwea													
19 (421) (11) State St	City of Bristol (Maint: 95)	0.21	10000	G at Avia	92%	0%	2%	1%	4%	0%	F	0.088	F	0.547	11000	G
•	107	102-33	305 Piedmor	nt Ave		1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

									Tru	ck			K		Dir		
Route	Juriso	diction	Length	AADT	QΑ	4Tire	Bus	2Avlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Truck Truc		From:	102.22	05 Piedmon	+ A x x 2		1	ZAXIE	STAXIE	IIIali	ZIIdii		Factor		Factor		
	State St City of Bristo	ol (Maint: 95)	0.34	9800	G	92%	J 0%	2%	1%	4%	0%	F	0.087	F	0.537	10000	G
[19] [421] [11	State St. City of Bristo	To:		US 11 Randa		32 /0	7	2 /0	1 /0	7/0	0 70	'	0.007	•	0.557	10000	J
Truck Truck		From:	Truck	State St	uii ot												
(19) (11) Rand	all St City of	Bristol	0.93	7300	G	97%	0%	1%	1%	1%	0%	С	0.086	F	0.507	7800	G
	•	To:	Cı	umberland S	t		1										
Truck Truc		From:	0	akview Ave													
(19) (113) (11	Moore St City of	Bristol	0.12	10000	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.513	11000	G
\bigcirc		To]	Euclid Ave													
-		From:	US 1	5 Near Dilly	vyn												
20	Buckingha	am County	2.56	3700	F	93%	1%	3%	1%	2%	0%	F	0.094	F	0.527	3800	F
		To:		14-631													
20	Buckingh	am County	7.99	2700	F	93%	1%	3%	1%	2%	0%	С	0.093	F	0.547	2800	F
20	Buokingik	am county	7.00		•	0070	7/0	070	170	270	0 70	J	0.000	•	0.047	2000	•
		From:		14-655			<u> </u>										
(20)	Buckingha	am County	8.50	3400	F	93%	0%	2%	3%	2%	0%	С	0.091	F	0.684	3500	F
		To: From:		narle County gham County													
	Albomar	le County	0.12	4400	F	93%	1 %	3%	1%	2%	0%	F	0.088	F	0.728	4500	F
(20)	Albertal		0.12	4400	Г	93 /6	1 /0	3 /0	1 /0	2/0	0 /6	'	0.000	'	0.720	4500	•
		From:		L Scottsville			<u> </u>										
(20) Valley St	Town of Scotts	ville (Maint: 02)	0.17	4400	N	93%	1%	3%	1%	2%	0%	Ν	0.088	N	0.728	4500	N
		To:		S SR 6			 										
(20) (6) Valle	Rd Town of Scotts	ville (Maint: 02)	0.30	6900	N	95%	1%	2%	1%	2%	0%	Ν	0.089	Ν	0.646	7000	Ν
		To:	C	I C#:11-			1										
20 6 Valle	Pd Albemari	le County	0.28	L Scottsville 6900	F	95%	1%	2%	1%	2%	0%	F	0.089	F	0.646	7000	F
20 6 Valle	Tu Albertan					9370	1 /0	2 /0	1 70	270	0 70	'	0.003	'	0.040	7000	•
		From:		R 6 Irish Rd													
(20) Scottsville	d Albeman	le County	5.51	6100	F	97%	0%	1%	1%	2%	0%	F	0.094	F	0.785	6200	F
		To: From:	02-712	Plank Rd, K	Ceene												
20 Scottsville	d Albemar	le County	4.06	7700	F	97%	0%	1%	1%	2%	0%	F	0.095	F	0.758	7900	F
		To-	02.7	08 Red Hill	Dα		1										
20 Scottsville	d Alhemar	le County	5.16	8700	F	97%	0%	1%	1%	2%	0%	С	0.094	F	0.734	8900	F
20) 000110 VIIIC	a Aberrai	- County				01 70	7070	170	170	270	0 70	J	0.004	•	0.704	0000	•
<u> </u>		From:		-742 Avon S		0=0/		10/	101	201	201	_		_		-100	
(20) Scottsville	d Albeman	le County	2.16	6900	F	97%	0%	1%	1%	2%	0%	F	0.092	F	0.69	7100	F
		To: From:	SR 53 Tho	omas Jeffers	on Pkw	1]										
20 Scottsville	d Albemar	le County	0.42	17000	F	97%	0%	1%	1%	2%	0%	F	0.097	F	0.805	17000	F
		To-		I-64			1										
20 Scottsville	d Albemar	le County	0.36	17000	F	98%	0%	1%	0%	0%	0%	F	0.101	F	0.642	18000	F
20) 3331110	Albertan					3070	7	1 /0	0 /0	0 / 0	0 /0	•	5.101	•	J.U-12	10000	•
		From:		Charlottesvi										_			
(20) Monticello	ve City of Ch	arlottesville	0.26	13000	F	98%	0%	1%	0%	0%	0%	F	0.105	F	0.809	14000	F
		To:	A	ltavista Ave													

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Phinary and	a morotat	.5 1 (00				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	A	ltavista Ave]										
(20) Monticello Ave	City of Charlottesville	0.28	13000	F	98%	0%	1%	0%	0%	0%	F	0.105	F	0.811	14000	F
	To- From:		Ieridian Ave			}—										
20 Monticello Ave	City of Charlottesville	0.35	9000	F	98%	0%	1%	0%	0%	0%	С	0.1	F	0.674	9800	F
	From:	Mc	Avon St onticello Ave													
(20) Avon Street	City of Charlottesville	0.41	14000	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.702	15000	F
	To:		larket Street													
20) 250 9th Street	City of Charlottesville	0.12	Market St 16000	F	98%	J 0%	1%	0%	0%	0%	F	NA			18000	F
20 250 9th Street	Combined Traffic Estimates for Parallel Roadways		NA	г	9070	076	1 70	0%	U70	070	Г	NA			NA	Г
	Table Traine Estimates for Farance Roadways					7						INA			INA	
Bus	From:		S 250 High St													
20 (250) High St	City of Charlottesville	0.23	12000	F	97%	0%	2%	0%	0%	0%	F	0.091	F	0.582	13000	F
Bus	To- From:		11th ST													
(20) (250) High St	City of Charlottesville	0.21	11000	F	97%	0%	2%	0%	0%	0%	С	0.084	F	0.568	12000	F
	Ta-	G	illespie Ave			1										
Bus 250 High St	City of Charlottesville	0.45	18000	F	97%	0%	2%	0%	0%	0%	F	0.086	F	0.526	20000	F
20 250 High St	City of Chanottesville				31 /0	7	270	0 70	0 /0	0 70		0.000	'	0.320	20000	'
20) (250) Long St	City of Charlottesville	0.06	33000 RT 250 I	N N	100%	0%	0%	0%	0%	0%	N	0.084	N	0.515	37000	N
20 250 Long St	City of Chanottesville				100 /0	7	0 70	0 70	0 /0	0 70	IN	0.004	14	0.515	37000	IN
20) (250) Richmond Rd	Albemarle County	0.20	Charlottesvi 33000	lle N	100%	0%	0%	0%	0%	0%	N	0.081	N	0.604	37000	N
20 250 Richmond Rd	Albertaile County				100 /0	7	0 70	0 70	0 /0	0 70	IN	0.001	14	0.004	37000	IN
20 Stony Point Rd	Albemarle County	US 25 1.30	50 Richmond 11000	Rd F	97%	0%	0%	1%	1%	0%	F	0.107	F	0.645	13000	F
20 Stony Point Rd	Albertaile County	1.50		•	31 /0	7	0 70	1 /0	1 /0	0 70		0.107	'	0.043	13000	'
20 Stony Point Rd	Albemarle County	3.59	02-1422 7100	F	97%	0%	0%	1%	1%	0%	F	0.117	F	0.590	7200	F
20) Storly Form Nd	Abemane County				31 /0	070 7	0 70	1 /0	1 /0	0 70	•	0.117	'	0.550	7200	'
20 Stony Point Rd	Albemarle County	2.82	649 Proffit R 3400	.a F	97%	0%	0%	1%	1%	0%	F	0.105	F	0.647	3500	F
20 Stony Point Rd	Albernanc Goding				31 70	7	070	1 70	170	0 70	•	0.100	'	0.047	3300	'
20 Stony Point Rd	Albemarle County	5.84	Stony Point 2000	Pass F	97%	0%	0%	1%	1%	0%	С	0.104	F	0.626	2000	F
20 Stony Point Rd	To:		ge County Li		01 70	7	070	1 70	170	070	J	0.104	•	0.020	2000	•
	From:	Albem	arle County l	Line												
(20) Stony Point Rd	Orange County	1.30	2300	G	97%	0%	0%	1%	1%	0%	F	0.106	F	0.583	2300	G
<u></u>	To- From:		W US 33			<u> </u>									_	
20 [33]	Orange County	0.22	6500	G	89%	0%	2%	4%	5%	0%	F	0.092	F	0.583	6500	G
	To: From:		E US 33			}										
(20)	Orange County	5.63	2700	G	94%	1%	2%	1%	3%	0%	С	0.09	F	0.541	2700	G
	To- From:		SR 231			}—										
20	Orange County	5.76	4200	G	95%	0%	2%	1%	2%	0%	С	0.089	F	0.531	4200	G
	To:	W	VCL Orange													

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

		Primary ar						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Ţ	WCL Orang	e]										
(₂₀) W Main Street	Town of Orange	0.47	5500	G	96%	1%	1%	1%	1%	0%	С	0.095	F	0.534	5500	G
<u> </u>	To- From:		SR 20 Bus]										
20	Town of Orange	0.15	5400	G	95%	0%	2%	1%	2%	0%	F	0.095	F	0.557	5500	G
	To:		N US 15 W US 15													
20) (15)	Town of Orange	0.17	13000	G	88%	」 1%	4%	1%	5%	0%	F	0.085	F	0.509	13000	G
20 [15]	To:	0.17	E RT 15		0070	٦ ' "	470	1 70	370	070	'	0.005	•	0.000	13000	J
_	From:	S US	15 Caroline	Street												
(₂₀) Berry Hill Road	Town of Orange	0.66	10000	G	92%	2%	2%	1%	3%	0%	С	0.088	F	0.529	10000	G
	To. From:		68-612			1—										
20	Town of Orange	0.08	11000	G	95%	0%	2%	0%	2%	0%	F	0.088	F	0.535	11000	G
	To-		ECL Orange	2		1										
20	Orange County	2.24	11000	N	95%	0%	2%	0%	2%	0%	Ν	0.088	Ν	0.535	11000	Ν
	To		68-629													
20	Orange County	6.01	8000	G	95%	0%	2%	0%	2%	0%	F	0.077	F	0.512	8000	G
(20)	To.				0070	7	_,,	0,0	_,,	0,0	•	0.0	•	0.0.2	0000	
	Orange County	2.28	East of Un	G	95%	0%	2%	0%	2%	0%	F	0.078	F	0.529	6700	G
20	orange county	2.20			3370	7	270	070	270	070	'	0.070	•	0.020	0700	0
	Orange County	6.38	68-650 6500	G	95%	0%	2%	0%	2%	0%	F	0.079	F	0.578	6500	G
20	Orange County	0.36		<u> </u>	95%	U%	2%	0%	270	0%	Г	0.079	Г	0.576	6500	G
	To- From:		68-611			<u> </u>										
20	Orange County	4.73	8700	Α	95%	0%	2%	0%	2%	0%	С	0.095	Α	0.582	8600	Α
	10.		3 Wilderne													
Bus (20) Main Street	Town of Orange	0.24	aroline Stre 5900	et G	97%	」 0%	1%	1%	10/	0%	С	0.006	F	0 505	5000	0
20 Main Street	Town of Orange	0.24	5900	G	97%	0%	1%	1%	1%	0%	C	0.096	г	0.525	5900	G
Bus	To: From:	N	Main Street	Е		_										
20 Byrd Street	Town of Orange	0.47	7200	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.51	7200	G
\smile	To:	N IN	T Berry Hi	ll Rd												
	From:	North (Carolina Sta	te Line												
21 (221)	Grayson County	3.39	1900	G	92%	0%	2%	1%	4%	0%	С	0.093	F	0.581	1900	G
\bigcirc	To	SCI	Independe	ence		1										
(21) (221)	Town of Independence (Maint: 38)	0.47	1900	N	92%	0%	2%	1%	4%	0%	Ν	0.093	Ν	0.581	1900	Ν
	To-		US 58			1										
21	Town of Independence (Maint: 38)	1.64	2100	В	95%	0%	2%	1%	2%	0%	С	0.111	Α	0.683	2100	В
	To		L Independe								_					
21	Grayson County	8.72	2100	N N	95%	0%	2%	1%	2%	0%	N	0.111	N	0.683	2100	N
(21)		J., Z				7.0	_/0	. 70	-/0	3 /0	. •	0.111	. •	0.000	2100	.,
	Craypon County	1.45	38-791 1400	G	95%	0%	2%	10/	20/	0%	F	0.005	F	0.517	1400	G
21	Grayson County		1400 305 Turkey 1		95%	υ% 7	∠%	1%	2%	U%	г	0.095	г	0.517	1400	G
		38-8	oo rurkey i	I OIK		ı										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			nd Interstate Ro				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Ti	e Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	- QV
~~~	From:	38-8	05 Turkey Fork												
21)	Grayson County	1.37	1300 G	959	6 0%	2%	1%	2%	0%	F	0.085	F	0.537	1300	G
<del>~</del>	To: From:		he County Line												
	Wythe County	5.32	son County Line 1700 F	959	6 0%	2%	1%	2%	0%	F	0.089	F	0.593	1700	F
21)	wythe county	0.02		55	0 0/0	270	170	270	070	•	0.005	'	0.000	1700	
21 Grayson Tpk	Wythe County	3.67	98-684 <b>2100</b> F	959	6 0%	2%	1%	2%	0%	F	0.089	F	0.643	2200	F
21 Grayson Tpk	w yule County	3.07		95	0 070	2 /0	1 /0	<b>Z</b> /0	0 /6	'	0.009	'	0.043	2200	'
	Wythe County	6.18	98-690 <b>F</b>	959	6 0%	2%	1%	2%	0%	F	0.081	F	0.658	4100	F
21	wythe County	0.10	3900 F	951	0 0%	270	170	270	0%	Г	0.061	Г	0.000	4100	Г
~~	To- From:		CL Wytheville		<del></del> _							_			
21 Grayson Street	Town of Wytheville	0.93	4700 F	969	6 0%	1%	1%	1%	0%	С	0.088	F	0.646	5100	F
*	From:		Main Street Grayson St												
21 Main Sreet	Town of Wytheville	0.49	6900 F	969	6 0%	1%	1%	1%	0%	F	0.087	F	0.643	7500	ı
5)	To:	U	S 11; 12th St												
~~~	From:		S 11 12TH ST												
21) (11) Main St	Town of Wytheville	0.31	7000 F	979	6 1%	1%	1%	1%	0%	F	0.084	F	0.577	7700	ı
	From:		MAIN ST Main Street												
21 4th Street	Town of Wytheville	0.06	7900 F	989	6 0%	1%	0%	1%	0%	F	0.086	F	0.546	8700	
=======================================	To		Ionroe Street												
21) 4th Street	From: L Town of Wytheville	0.47	14000 F	989	6 0%	1%	0%	1%	0%	F	0.082	F	0.536	15000	F
21)	To.														
21 4th Street	Town of Wytheville	0.40	W Ridge Rd 11000 F	989	6 0%	1%	0%	1%	0%	С	0.088	F	0.645	12000	
21) 411 011001	Town or Wydrevine			00	O 70	170	070	170	070	Ü	0.000	•	0.040	12000	
21 4th Street	Town of Wytheville	0.12	Tazewell St 13000 F	989	6 0%	1%	0%	1%	0%	F	0.087	F	0.549	15000	
4th Street	To:		I-81; US 52	90	0 78	1 /0	0 76	1 /0	0 /6	'	0.007	'	0.548	13000	
	From:		250 Shadwell												
22	L Albemarle County	2.44	7500 F	969	6 0%	1%	1%	1%	0%	F	0.091	F	0.613	7700	
22	To														
22)	Albemarle County	2.91	02-616 7300 F	969	6 0%	1%	1%	1%	0%	С	0.094	F	0.603	7500	
22)	Albertaile Odditty			50	0 0/0	170	170	1 /0	070	O	0.054	'	0.000	7300	,
	Albamaria Caunty	SR 23 3.71	31 Near Cismont 1900 F	969	/ 00/	10/	10/	10/	0%	F	0.007	F	0.755	1000	
22)	Albemarle County		isa County Line	965	6 0%	1%	1%	1%	0%	г	0.097	г	0.755	1900	
	From:		narle County Line												
22	Louisa County	3.99	2000 G	969	6 0%	1%	1%	1%	0%	С	0.104	F	0.591	2000	(
	Ta	US 15	Boswells Tavern												
22	From: Louisa County	6.23	1700 G	969	6 0%	1%	1%	1%	0%	F	0.101	F	0.645	1700	(
	To-	110	33 Trevilians												
22) (33) Louisa Rd	Louisa County	3.84	5200 G	959	6 0%	1%	1%	3%	0%	F	0.079	F	0.54	5200	(
22) (33) Louisa Rd	To:		WCL Louisa	55	<u> </u>	1 /0	. /0	J / 0	5 /0	•	5.570	•	0.04	0200	•

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

		Pilillary a						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		WCL Louisa		/]					_					_
22 (33) West Main St	Town of Louisa (Maint: 54)	0.85	6300	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.512	6300	G
22) (33) (208) West Main St	Town of Louisa (Maint: 54)	SR 2 0.63	08 LOUISA 16000	G G	97%	0%	2%	0%	1%	0%	F	0.078	F	0.503	16000	G
22 33 208 West Main St	Town of Louisa (Maint. 34)	0.00	E US 33		31 70	7	270	0 70	1 70	0 70	!	0.070	'	0.000	10000	0
(22) (208)	Town of Louisa (Maint: 54)	0.33	9100	G	95%	0%	2%	0%	2%	0%	С	0.082	F	0.527	9100	G
	To- From:		ECL Louisa	ı]——										
22 208	Louisa County	4.73	9100	N	95%	0%	2%	0%	2%	0%	Ν	0.082	Ν	0.527	9100	N
	To. From:		WCL Minera]										
22 208	Town of Mineral (Maint: 54)	0.15	9100 US 522	N	95%	0% 7	2%	0%	2%	0%	N	0.082	N	0.527	9100	N
	From:	Tan	nessee State	Line		1										
23	Scott County	1.02	23000	F	92%	0%	1%	1%	6%	0%	F	0.083	F	0.572	23000	F
	To- From:	S	CL Weber C	ity		—										
23	Town of Weber City (Maint: 84)	0.51	22000	F	92%	0%	1%	1%	6%	0%	F	0.085	F	0.552	23000	F
	To- From:		84-614 N													
23	Town of Weber City (Maint: 84)	0.77	23000	F	92%	0%	1%	1%	6%	0%	F	0.086	F	0.538	24000	F
	Town of Weber City (Maint: 84)	0.70	84-808 23000	F	92%	0%	1%	1%	6%	0%	F	0.084	F	0.539	23000	F
23	Town of Weber City (Maint. 64)					∪ /₀ ¬	1 /0	1 /0	0 /0	0 /0	'	0.004	'	0.559	23000	'
(23) (58) (421)	Scott County	0.35	421; NCL V 28000	Weber C	92%	0%	1%	1%	6%	0%	F	0.087	F	0.534	28000	F
23 30 421	To.		CL Gate Cit			<u> </u>	.,,	.,,			•		-			•
(23) (58) (421)	Town of Gate City (Maint: 84)	0.61	28000	N	92%	0%	1%	1%	6%	0%	Ν	0.087	Ν	0.534	28000	N
\bigcirc	To- From:	Bus US	23 East of G	Gate City]										
(23) (58) (421)	Town of Gate City (Maint: 84)	0.16	12000	В	92%	0%	1%	1%	6%	0%	С	0.1	Α	0.817	12000	В
	From:		ICL Gate Cit		/]										
(23) (58) (421)	Scott County	0.45	12000	N	92%	0%	1%	1%	6%	0%	N	0.1	N	0.817	12000	N
	Town of Gate City (Maint: 84)	0.36	CL Gate Cit 12000	ty N	92%	0%	1%	1%	6%	0%	N	0.1	N	0.817	12000	N
[23] [58] [421]	Town or Gate City (Maint. 64)				92 /0	∪ /₀ ¬	1 /0	1 /0	0 /0	0 /0	IN	0.1	IN	0.017	12000	IN
(23) (58) (421)	Scott County	1.76	ICL Gate Cit 12000	N N	92%	0%	1%	1%	6%	0%	N	0.1	N	0.817	12000	N
25 (30) (421)	To.		23 West of C			¬							·			-
[23] [58] [421]	Scott County	5.93	13000	F	92%	0%	1%	1%	6%	0%	F	0.084	F	0.524	13000	F
	To- From:		84-870]——										
(23) (58) (421)	Scott County	3.56	14000	F	92%	0%	1%	1%	6%	0%	F	NA			14000	F
	To- From:		SR 65	_]										
[23] [58] [421]	Scott County	4.67	14000 B, US 421 Du	F uffield	92%	0% 7	1%	1%	6%	0%	F	0.081	F	0.53	14000	F
		03.36	, US 421 DI	uiliciu												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu intersta	ile KOl	ues											
Route	Jurisdiction	l anath	AADT	QA	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	\bigcirc \\\
Noute					41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
~~	From:		8, US 421 Du]					_		_			_
23)	Scott County	0.03	10000	F	92%	0%	1%	1%	6%	0%	F	0.08	F	0.524	10000	F
	To- From:		SCL Duffield]										
23	Town of Duffield (Maint: 84)	1.27	10000	N	92%	0%	1%	1%	6%	0%	N	80.0	Ν	0.524	10000	N
	To: From:	N	NCL Duffield	i]										
23	Scott County	2.82	10000	N	92%	0%	1%	1%	6%	0%	Ν	0.08	Ν	0.524	10000	Ν
<u> </u>	To:		e County Lin													
(32)	Lee County	4.44	ott County Li 9700	G	88%	」 1%	2%	1%	8%	0%	F	0.075	F	0.527	9600	G
23	To:		se County Li		0070	٦ ' '	270	1 /0	070	070	•	0.075	•	0.521	3000	J
	From:		e County Lin													
23	Wise County	2.06	9800	F	88%	1%	2%	1%	8%	0%	F	0.083	F	0.548	9800	F
	To:		S 97-844			1—										
23	Wise County	1.91	11000	F	88%	1%	2%	1%	8%	0%	С	0.082	F	0.514	11000	F
	Ta	BUS US 23	South of Big	Stone	Gan	1										
ALT .	From:				•	40/	00/	40/	00/	00/	F	0.004	_	0.507	40000	_
(23) (58)	Wise County	1.24	12000 S 97- 610	F	88%	1% 7	2%	1%	8%	0%	г	0.081	F	0.507	12000	F
ALT	From:		S 97-610													
[23] [58]	Wise County	5.30	15000	F	88%	1%	2%	1%	8%	0%	F	0.078	F	0.529	15000	F
\hookrightarrow	To		N 97-610			1										
∠ ALT	From:	0.00		_	000/	40/	00/	40/	00/	00/	_	0.070	_	0.50	45000	_
23 58	Wise County	0.86	15000	F	88%	1%	2%	1%	8%	0%	F	0.079	F	0.52	15000	F
ALT	To- From:	1	WCL Norton	1												
(23) (58)	City of Norton (Maint: 97)	1.03	16000	F	88%	1%	2%	1%	8%	0%	F	0.081	F	0.516	16000	F
	To:		11Th St			1										
ALT ALT	From:				2001	_	00/	407	00/	00/	_		_		40000	_
(23) (58)	City of Norton (Maint: 97)	1.49	16000	F	88%	1%	2%	1%	8%	0%	F	0.08	F	0.58	16000	F
	To- From:		T US 58, SR 2]										
23	City of Norton (Maint: 97)	0.77	22000	F	88%	1%	2%	1%	8%	0%	F	0.078	F	0.548	22000	F
	To: From:]	NCL Norton													
23	Wise County	0.88	22000	F	94%	0%	1%	1%	4%	0%	F	0.081	F	0.572	23000	F
	Ta- From:	Bus US	23 North of	Norton		1										
23	Wise County	0.46	23000	Α	94%	0%	1%	1%	4%	0%	С	0.098	Α	0.523	24000	Α
	To:		SCL Wise			1										
23	Town of Wise (Maint: 97)	0.42	23000	N	94%	0%	1%	1%	4%	0%	N	0.098	Ν	0.523	24000	Ν
	To:		S 23 South of													
23	From: Town of Wise (Maint: 97)	1.44	22000	F	94%	0%	1%	1%	4%	0%	F	0.076	F	0.536	23000	F
(23)	. 5.311 St 11105 (Maint. 01)			•		7,0	. 70	. 70	. 70	2,0	•	0.0.0	•	0.000	_5000	•
23)	Wise County	0.52	NCL Wise 22000	N	94%	0%	1%	10/	4%	0%	N	0.076	N	0.536	23000	N
(23)	vvise County		S 23 North of		9470	∪% 7	170	1%	470	U%	IN	0.076	IN	0.536	23000	IN
		Dus Us	5 43 INOITH OI	i wise		1										

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

		Pilitaly an						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Bus US	23 North o	f Wise												
23	Wise County	4.10	13000	F	94%	0%	1%	1%	4%	0%	F	0.077	F	0.567	14000	F
	To: From:		97-634]—										
23	Wise County	3.56	14000	F	94%	0%	1%	1%	4%	0%	F	0.079	F	0.618	14000	F
	To- From:	Bus US	23 South of	Pound]										
23	Wise County	2.40	8100	F	94%	0%	1%	1%	4%	0%	F	0.092	F	0.546	8500	F
	To: From:	V	VCL Pound]										
23	Town of Pound (Maint: 97)	0.13	8100	N	94%	0%	1%	1%	4%	0%	Ν	0.092	Ν	0.546	8500	Ν
	To- From:	Bus	S US 23 No	rth		1										
23	Town of Pound (Maint: 97)	1.16	6800	G	94%	0%	1%	1%	4%	0%	F	0.072	Ν	0.569	NA	
	To: From:	1	NCL Pound			1										
23	Wise County	2.02	7300	F	94%	0%	1%	1%	4%	0%	F	0.072	F	0.569	7600	F
	То:	Kent	ucky State I	Line												
Bus Bus Bus	From:	US 23 S	South of Ga													
(23) (58) (421)	Town of Gate City (Maint: 84)	0.23	18000	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.546	20000	F
Bus Bus Bus	To: From:	84-	-836 Jones 5 84-836	St												
23 (58) (421)	Town of Gate City (Maint: 84)	0.47	11000	F	98%	」 ○%	1%	0%	0%	0%	С	0.085	F	0.559	12000	F
23) (30) (421)	Tes		SR 71			1										
Bus Bus Bus	From:			_	2221		10/	201	201	221						
23 58 421	Town of Gate City (Maint: 84)	0.12	8000 5 Moccasin	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.62	8800	F
Bus Bus Bus	From:	84-00	84-665	Ave		<u> </u>										
(23) (58) (421)	Town of Gate City (Maint: 84)	0.15	6100	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.595	6600	F
	To		84-763													
Bus Bus Bus	From:		4-763 Fir St		000/		40/	00/	00/	00/	_	0.005	_	0.505	4000	_
[23] [58] [421]	Town of Gate City (Maint: 84)	0.84	3900 762 Starnes	F	98%	0% 7	1%	0%	0%	0%	F	0.095	F	0.585	4300	F
Bus Bus Bus	From:	04-	84-762	SI												
(23) (58) (421)	Town of Gate City (Maint: 84)	0.80	3200	F	97%	1%	1%	1%	1%	0%	С	0.098	F	0.602	3500	F
$\downarrow \downarrow \downarrow \downarrow$	To:	We	CL Gate Ci	tv		1—										
Bus Bus Bus	Scott County	0.04	3200	N	97%	1%	1%	1%	1%	0%	N	0.098	N	0.602	3500	N
(23) (58) (421)	Scott County		23 Bus W. I		9170	170 7	1 70	1 70	170	0%	IN	0.096	IN	0.002	3300	IN
- Dura	From:		South of P			1										
Bus 23	Wise County	0.34	6700	F F	95%	- 0%	1%	1%	3%	0%	С	0.084	F	0.654	6900	F
(23)	· ·				0070	7/0	. 70	. 70	J /0	3 /0	J	0.007	•	5.50∓	2000	•
Bus	From:		SCL Pound													
Bus 23	Town of Pound (Maint: 97)	2.74	6700	N	95%	0%	1%	1%	3%	0%	Ν	0.084	Ν	0.654	6900	Ν
	To:	N US	S 23 & 97-T	7630		<u> </u>										
Bus	From:		US 23							2			_			
Norton Rd	Town of Wise	0.21	13000	F	99%	0%	1%	0%	1%	0%	С	0.084	F	0.565	13000	F
~	To:		97-757			1										

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

		1 minary and mit					Tru	ck			K	a	Dir		
Route	Jurisdiction	Length AA I		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus 23 Norton Rd	Town of Wise	97-7 0.43 160	00 F	99%	0%	1%	0%	1%	0%	F	0.081	F	0.507	16000	F
Bus (23) Norton Rd	Town of Wise	E Che 0.57 140	00 F	97%	1%	1%	0%	1%	0%	F	0.082	F	0.514	15000	F
Bus 23 Main Street	Town of Wise	Main S Norto 0.36 72 0	n Rd	97%	1%	1%	0%	1%	0%	F	0.09	F	0.584	7400	F
Bus 23 Main Street	Town of Wise	0.43 55 0		97%	1%	1%	0%	1%	0%	С	0.094	F	0.515	5600	F
Bus	To From:	Lake S		070/	10/	40/	00/	40/	00/		0.000		0.0	5000	
Main Street Bus	Town of Wise	0.10 55 0 NCL		97%	1%]	1%	0%	1%	0%	F	0.099	F	0.6	5600	F
Bus 23	Wise County	0.65 480 US 23 North		96%	1%	1%	0%	1%	0%	С	0.082	F	0.594	4900	F
Bus ALT (23) (58)	Wise County	0.35 120		97%	0%	1%	1%	1%	0%	F	0.081	F	0.515	13000	F
Bus ALT (23) (58) Gilley Ave	Town of Big Stone Gap	SCL Big S 0.93 110	00 F	97%	0%	1%	1%	1%	0%	С	0.082	F	0.511	11000	F
Bus ALT (23) (58) E 5Th St	Town of Big Stone Gap	E 5T Gilley 0.24 100	Ave	97%	0%	1%	1%	1%	0%	F	0.082	F	0.535	11000	F
Bus (23) E 5Th St	Town of Big Stone Gap	ALT US 58 0.28 91 0		97%] 	1%	1%	1%	0%	F	0.09	F	0.504	9400	F
<u> </u>	To:	Aviatio			1										
Bus 23 E 5Th St	Town of Big Stone Gap	0.47 72 0		94%	- 0%	1%	2%	2%	0%	С	0.089	F	0.5	7500	F
Bus 23	Wise County	1.49 65 0	00 F	95%	0%	1%	1%	3%	0%	С	0.083	F	0.549	6700	F
Bus (23)	Town of Appalachia (Maint: 97)	SCL App 1.98 65 0		95%	0%	1%	1%	3%	0%	N	0.083	N	0.549	6700	N
Bus 23	Wise County	7.96 65 0		95%	0%	1%	1%	3%	0%	N	0.083	N	0.549	6700	N
Bus (23) Park Ave	City of Norton	SCL N 0.59 72 0		95%	0%	1%	1%	3%	0%	F	0.091	F	0.663	7400	F
Bus	To: From:	15Th S	Street]—										
23) Park Ave	City of Norton	0.56 120		95%	0%	1%	1%	3%	0%	F	0.089	F	0.627	13000	F

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

5 1	1		4457		4	_		Tru	ıck		00	K	014	Dir	4.414/DT	- 01
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus Pork Ave	From: City of Norton	0.22	11Th St 11000	F	050/		10/	10/	3%	00/	F	0.002	F	0 505	11000	_
23) Park Ave	City of Norton	0.33		Г	95%	0%	1%	1%	3%	0%	Г	0.083	Г	0.585	11000	F
Bus	To- From:		8Th St													
23) Park Ave	City of Norton	0.34	12000	F	95%	0%	1%	1%	3%	0%	F	0.081	F	0.523	12000	F
Bus	To- From:	SR	74 Coeburn	Rd]										
23 Park Ave	City of Norton	0.26	16000	F	99%	0%	0%	0%	0%	0%	С	0.078	F	0.530	16000	
23)	To:		SR 283			1	-,-	- , .								
Bus	From:				2221		101	101	201	201	_		_			
23 Park Ave	City of Norton	1.46	5400	F	96%	0%	1%	1%	2%	0%	F	0.088	F	0.515	5600	
Bus	To- From:		12Th St NE)		_										
23 Park Ave	City of Norton	0.04	5000	F	94%	0%	2%	1%	3%	0%	С	0.085	F	0.530	5200	
~	To	,	NCL Norton	1		1										
3us 23	Wise County	0.40	5300	F	96%	0%	1%	1%	2%	0%	С	0.086	F	0.513	5400	
23)	wise County		3 North of N		90 /6	7	1 /0	1 /0	Z /0	0 /6	C	0.000	'	0.515	3400	
	From:	002	Elm Ave	torton		1										
24) Jamison Ave	City of Roanoke	0.42	15000	F	97%	J 0%	1%	0%	1%	0%	С	0.084	F		17000	
24)	то Т		6th St			1										
24) Jamison Ave	From: City of Roanoke	0.68	13000	F	97%	0%	1%	0%	1%	0%	С	0.094	F		15000	
24) 64667 1.16	Combined Traffic Estimates for 2 Parallel Roadways of			F	98%	0%	1%	0%	1%	0%	С	NA	•		28000	
	To		13th St			1	.,.									
24) Jamison Ave	From: City of Roanoke	0.19	28000	F	97%	0%	1%	0%	1%	0%	F	0.084	F	0.629	31000	
24)	To:		Dale Ave	-		1	.,.	- , .								
	From:		Jamison Ave													
24) Dale Ave	City of Roanoke	0.69	26000	F	97%	0%	1%	0%	1%	0%	F	0.085	F	0.627	28000	
	From:		ECL Roanok WCL Vintor													
24) Virginia Ave	Town of Vinton	0.37	27000	F	97%	0%	1%	0%	1%	0%	F	0.088	F	0.654	30000	
	To		Pollard St			1										
24) Virginia Ave	From: Town of Vinton	0.94	23000	F	98%	0%	1%	0%	1%	0%	С	0.084	F	0.668	26000	
	To:	(Clearview St	t		1										
	From		Hardy Ave													
By Pass Rd	Town of Vinton	0.39	14000	F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.596	16000	
<u>~</u>	Fram:	W	ashington A Bypass Rd	ve												
24) Washington Ave	Town of Vinton	0.53	24000	F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.687	26000	
	To		ECL Vinton													
24) Washington Ave	Roanoke County	1.25	23000	F	98%	0%	1%	0%	1%	0%	F	0.097	F	0.637	25000	
24)	To:		ford County		3370	7	. 70	5 / 0	. 70	- 70	•	0.501	•	0.001	_5000	
	From:	Roar	noke County	Line												
24)	Bedford County	0.08	20000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.717	20000	(
	To:	80-65	51 East of V	inton												

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Trı	ıck			K		Dir		
Route	Jurisdiction		AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
24	Bedford County	80-65 4.90	51 East of V 16000	rinton G	96%	0%	2%	0%	1%	0%	F	0.093	F	0.764	16000	G
	To: From:		09-635			}—										
24	Bedford County	2.04	8800	G	96%	0%	2%	0%	1%	0%	С	0.091	F	0.76	8900	G
24 24 24	To-From: Bedford County	2.15	W 09-755 7600	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.714	7800	G
	Ta-	09-7461	Near Chamb	blissburg	[1—										
24)	Bedford County	4.57	3600	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.637	3600	G
	To- From:		09-801]										
24 24	Bedford County	3.69	2000	G	96%	0%	2%	0%	1%	0%	F	0.083	F	0.564	2100	G
	Bedford County	5.51	122 Davis I 1900	Mill G	96%	0%	2%	0%	1%	0%	F	0.085	F	0.535	1900	G
24)	Bediord County	3.31	W SR 43		30 /0	7	270	0 70	1 70	0 70	'	0.003	'	0.555	1900	
24 43	Bedford County	2.58	2200	G	90%	1%	5%	1%	4%	0%	С	0.091	F	0.512	2200	G
	Tac From:		E SR 43]										
24	Bedford County	7.59	2300	G	94%	0%	3%	1%	2%	0%	С	0.088	F	0.731	2300	G
	Fram		bell County ford County													
24 24 24	Campbell County	2.06	380	G	92%	1%	3%	2%	2%	0%	С	0.102	F	0.658	380	G
	To- From:	15-81	11 Near Evi	ngton		}—										
24)	Campbell County	6.68	1300	G	92%	1%	3%	2%	2%	0%	F	0.087	F	0.536	1300	G
	Tac From: Campbell County	4.32	US 29 2800	G	86%	1%	8%	1%	4%	0%	С	0.083	F	0.532	2800	G
24)	Campbell County				00 /6	1 /0 7	0 /0	1 /0	4 /0	0 /0	C	0.003	'	0.552	2000	G
24 (501)	Campbell County	0.92	10000	istburg G	97%	0%	1%	0%	2%	0%	F	0.084	F	0.585	9900	G
	To:	US 50	1 SW of Ru	ısthurg		1										
24	Campbell County	6.38	3900	G	91%	0%	3%	1%	5%	0%	F	0.092	F	0.580	3900	G
	To- From:		15-656			}—										
24)	Campbell County	3.16	2900	G	91%	0%	3%	1%	5%	0%	С	0.083	F	0.535	2900	G
	Comphell County	0.11	W US 460 15000	N	93%	0%	1%	1%	4%	0%	N	0.000	N	0.501	16000	
24 (460)	Campbell County		nattox Coun		93%	1 1	1%	1%	4%	0%	IN	0.082	IN	0.581	16000	N
$\neg \sim \sim$	From:		bell County]							_			
24 (460)	Appomattox County	3.28	15000	G	93%	0%	1%	1%	4%	0%	F	0.082	F	0.581	16000	G
24) (460)	Appomattox County	3.80	06-689 15000	G	93%	0%	1%	1%	4%	0%	F	0.079	F	0.574	16000	G
	Tac	CI	L Appomatt			1										
24) (460)	Town of Appomattox (Maint: 06)	0.71	15000	N	93%	0%	1%	1%	4%	0%	Ν	0.079	Ν	0.574	16000	N
\sim	To:	I	BUS US 46	0												

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

D 1	1		4457		4	_		Tru	ıck			K	014	Dir	4 414/DT	014
Route	Jurisdiction	Length			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	0.72	3US US 460 11000	G	93%] 0%	1%	1%	4%	0%	_	0.073	F	0.522	12000	G
24 (460)	To:	0.72	E RT 460	<u> </u>	93%	7	1 70	170	470	0%	Г	0.073	Г	0.322	12000	G
	From:		US 460													
24	Appomattox County	5.23	3300	G	86%	1%	5%	1%	7%	0%	F	0.09	F	0.584	3300	G
<u> </u>	To: Econo		06-616			1										
24	Appomattox County	4.92	1900	G	86%	1%	5%	1%	7%	0%	С	0.092	F	0.575	1900	G
	To:		gham Count													
<u></u>	Buckingham County	Appor 8.71	nattox Count 1400	y Line F	86%	」 1%	5%	1%	7%	0%	F	0.090	F	0.509	1400	F
24)	To:		S 60 Mt Rus		00%	1 70 7	3%	170	1 70	0%	Г	0.090	Г	0.509	1400	Г
	From:		6th St	,,,,		1										
Bullitt Ave	City of Roanoke	0.68	12000	F	98%	」 ○%	1%	0%	1%	0%	С	0.099	F	0.522	13000	F
24) 24	Combined Traffic Estimates for 2 Parallel Roadways of			F	98%	0%	1%	0%	1%	0%	C	NA	•	0.022	28000	F
	To:		amison Ave		0070	1	.,,	0,0	.,,	0,0						·
	From:		US 460													
26	Appomattox County	5.00	2800	G	87%	0%	4%	2%	6%	0%	С	0.083	F	0.638	2800	G
<u> </u>	To-		06-608													
26)	Appomattox County	7.80	2800	G	87%	0%	4%	2%	6%	0%	F	0.096	F	0.5	2800	C
<u> </u>	То:	US	60 Bent Cre	eek												
ast	From:	US 50 Arl	ington Blvd	; 00-670	00											
27) Washington Blvd	Arlington County	0.82	33000	G	98%	1%	1%	0%	0%	0%	F	0.087	F		35000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	67000	G	98%	1%	1%	0%	0%	0%	F	NA			71000	G
1	To- From-	SR 24	14 Columbia	Pike		1—										
ast 27 Washington Blvd	Arlington County	0.35	43000	G	98%	- 1%	1%	0%	0%	0%	F	0.094	F		45000	
27) Washington Biva	Combined Traffic Estimates for 3 Parallel Roadways of			G	30 /0	1 /0	1 /0	0 70	070	070		NA	'		NA	
	To.	or trio reduce.				1						100			147.	
ast	From:		I-395													
27)	Arlington County	0.52	25000	G	98%	1%	1%	0%	0%	0%	С	0.132	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	50000	G	98%	1%	1%	0%	0%	0%	F	NA			53000	C
ast	To- From:	SR	244; Pentag	gon												
27)	Arlington County	0.33	33000	G	98%	1%	1%	0%	0%	0%	F	0.138	F		35000	C
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	69000	G	98%	1%	1%	0%	0%	0%	F	NA			73000	
	To		SR 110			1										
ast	A plin orters O = 1 = 1	0.50			000/	40/	40/	00/	00/	00/	_	0.405	_		07000	,
27)	Arlington County	0.52	25000	G	98%	1%	1%	0%	0%	0%	+	0.125	F	0.05	27000	
	Combined Traffic Estimates for 2 Parallel Roadways o		40000 oundary Driv	G	98%	1% 7	1%	0%	0%	0%	F	0.093	F	0.85	42000	(
\.	From:					<u> </u>										
Rev 27)	Arlington County	0.36	Reversible l	Lanes		L						NA			NA	
21)	Combined Traffic Estimates for Parallel Roadways of		NA									NA			NA NA	
	To:		7 EB; SR 27	WR		7						14/4			INA	
		SK 2	, LD, SK 2/	44 D												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Jurisdiction					Bus					QC	Factor	QK	Factor	AAWDT	QW
From:]	40/	40/	00/	00/	_	0.000	_		20000	_
,										-		F			G
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 6	37000	G	98%	1% -	1%	0%	0%	0%	F	NA			71000	G
To: From:	SR 244 (Columbia I	Pike												
Arlington County	0.60 4	43000	G	98%	0%	1%	1%	0%	0%	С	0.080	F		45000	G
Combined Traffic Estimates for 3 Parallel Roadways	s on this Route: 8	35000	G								NA			NA	
To.															
From:]					_		_			_
										-		F			G
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 5	50000	G	98%	1%	1%	0%	0%	0%	F	NA			53000	G
To: From:	SR 24	14; Pentage	on		}										
Arlington County	0.62 3	36000	G	98%	0%	1%	1%	0%	0%	F	0 118	F		38000	G
										-		•			G
T			<u> </u>		7	170	070	070	0 70	•	14/1			70000	Ü
From:															
Arlington County	0.33 1	15000		98%	0%	1%	1%	0%	0%	F	0.121	F		16000	G
Combined Traffic Estimates for 2 Parallel Roadways			G	98%	1%	1%	0%	0%	0%	F	NA			42000	G
To:	Boun	ıdary Drive	<u> </u>		Ь										
From:															
Fauquier County	2.30	6400	G	94%	0%	2%	1%	2%	0%	F	0.084	F	0.616	6400	G
To: From:	US 17 No	orth of Bea	leton		}										
Fauquier County	2.70 1	10000	G	94%	0%	2%	1%	2%	0%	F	0.090	F	0.694	10000	G
Tax	30-61	10 Midland			1										
Fauguier County			G	94%	0%	2%	1%	2%	0%	F	0.091	F	0.704	11000	G
Ter C					7										
Fauguior County				04%		20/-	10/-	20/-	0%	Е	0.002	_	0.682	0200	G
r adquier County				94 /0	U /0	2 /0	1 /0	Z /0	0 70	'	0.092	'	0.002	9200	G
To: From:						60/	101	201	201	_	-			40000	
Fauquier County				94%	0% 7	2%	1%	2%	0%	C	0.107	Α	0.685	12000	В
From:			_		┼										
Prince William County				94%	0%	2%	1%	2%	0%	F	0.087	F	0.718	13000	G
- F					7	_,,	. , 0	_,,	0,0	•	0.00.	•	00	.0000	•
Prince William County				040/		20/	10/	20/	00/	_	0.001	г	0.710	12000	
Prince William County	2.97	13000	<u> </u>	94%	U% _	2 %	170	270	0%	Г	0.061	Г	0.710	13000	G
To: From:															
Prince William County	0.66 3	31000	G	91%	1%	5%	1%	2%	0%	С	0.078	F	0.747	31000	G
To: From:	7	76-660													
Prince William County	0.86 3	30000	N	96%	0%	2%	1%	1%	0%	Ν	0.080	Ν	0.501	33000	Ν
т.Г	WO	L Manassas			1										
	WILL														
From: City of Manassas		30000	G	96%	0%	2%	1%	1%	0%	С	0.080	F	0.501	33000	G
	Arlington County Combined Traffic Estimates for 3 Parallel Roadways Arlington County Combined Traffic Estimates for 2 Parallel Roadways Arlington County Combined Traffic Estimates for 2 Parallel Roadways Arlington County Combined Traffic Estimates for 2 Parallel Roadways Arlington County Combined Traffic Estimates for 2 Parallel Roadways From From Fauquier County Fauquier County Fauquier County Fauquier County Fauquier County From From From From From Prince William County Prince William County Prince William County	Arlington County Combined Traffic Estimates for 2 Parallel Roadways on this Route: Arlington County Arlington County Combined Traffic Estimates for 3 Parallel Roadways on this Route: Arlington County Arlington County Combined Traffic Estimates for 2 Parallel Roadways on this Route: Arlington County Combined Traffic Estimates for 2 Parallel Roadways on this Route: Arlington County Arlington County Combined Traffic Estimates for 2 Parallel Roadways on this Route: Arlington County Arlington County Combined Traffic Estimates for 2 Parallel Roadways on this Route: From Arlington County Arlington County Arlington County Combined Traffic Estimates for 2 Parallel Roadways on this Route: From Bour From US 15, US 2 Bour From US 17 No Fauquier County 2.30 From And And And And And And And An	Arlington County Arlington Co	Arlington County 0.80 34000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 67000 G Arlington County 0.60 43000 G Combined Traffic Estimates for 3 Parallel Roadways on this Route: 85000 G Combined Traffic Estimates for 3 Parallel Roadways on this Route: 85000 G Arlington County 0.13 25000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000 G Arlington County 0.13 25000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000 G Arlington County 0.62 36000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 69000 G Arlington County 0.33 15000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 69000 G Arlington County 0.33 15000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000 G Form 0.58 110 Arlington County 0.33 15000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000 G Fauquier County 0.30 6400 G US 15, US 29 N of Remington G Fauquier County 0.30 6400 G Fauquier County 0.30-610 Midland Fauquier County 0.30-610 Calverton Fauquier County 0.30-806 Calverton Fauquier County 0.50 11000 B Fauquier County 0.50 11000 G Fauquier County 0.50 11000 B Fauquier County 0.50 11000 G Fauquier County 0.50	Arlington County	Arlington County	Durisdiction Length AADT QA 4 Tire Bus 2Axle	Durisdiction Length AADT QA 4Tire Bus 2ANde 34-Axle 34-Axl	Strain	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 87000 G 98% 1% 1% 0% 0% 0% 0% 0% 0	Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 3 Parallel Roadways on this Route: Second Combined Traffic Estimates for 3 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates Combined Traffic Est	April Apri	Authorized Combined Traffic Estimates for 2 Parallel Roadways on this Route: Should S	Arrington County	Length AAPU DA 4 Time Bus 2 AAN 2 A 3 A 2 A 3

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

		Primary an	iu intersta	ate Kol	nes											
Pouto	luriadiation	Longth	AADT	QA	4Tiro	Buo		Tru	ck		QC	K	OK	Dir	AAWDT	O\\\
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
	From:		SR 234													
28 Nokesville Rd	City of Manassas	0.35	30000	N	96%	0%	2%	1%	1%	0%	N	0.080	N	0.501	33000	N
	To- From:		Temporary	_		}										
(28) Nokesville Rd	City of Manassas	1.02	30000	N	96%	0%	2%	1%	1%	0%	N	0.080	N	0.501	33000	N
	To- From:	W	ellington R	d]										
(28) Cockrell Rd	City of Manassas	0.80	22000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.527	24000	G
	To- From		Church St			 										
28 Center Street	City of Manassas	0.25	11000	G	96%	1%	1%	1%	2%	0%	F	0.081	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	24000	G	96%	1%	1%	1%	2%	0%	F	NA			27000	G
	Toc	1	Bus SR 234			—										
28 Center Street	City of Manassas	0.37	13000	G	96%	1%	1%	1%	2%	0%	F	0.077	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	24000	G	96%	1%	1%	1%	2%	0%	F	NA			26000	G
	To:		Zebedee St													
7-1	From:	0.44	Center St		000/		40/	40/	00/	00/	F	0.000	_		4.4000	0
28 Zebedee Street	City of Manassas	0.11	12000	G	96%	1%	1%	1%	2%	0%	г	0.086	F		14000	G
	Combined Traffic Estimates for Parallel Roadway		NA entreville R	d		1						NA			NA	
	From:		Church St	·u												
(28) Centreville Rd	City of Manassas	0.38	20000	G	96%	1%	1%	1%	2%	0%	F	0.075	F	0.554	22000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	30000	G	96%	1%	1%	1%	2%	0%	F	NA			33000	G
	To-	F	Prescott Ave	•		 										
28 Centreville Rd	City of Manassas	0.86	30000	G	96%	1%	1%	1%	2%	0%	F	0.072	F	0.528	34000	G
	To:		Villiam Cou													
Occupani illa Dal	From:		CL Manass		000/		40/	40/	00/	00/		0.070		0.500	0.4000	
28 Centreville Rd	Prince William County	0.26	30000 Manassas	N	96%	1% T	1%	1%	2%	0%	N	0.072	N	0.528	34000	N
	From:		Villiam Cou													
28 Centreville Rd	City of Manassas Park	0.01	30000	N	96%	1%	1%	1%	2%	0%	Ν	0.072	Ν	0.528	34000	Ν
	To-	,	Liberia Ave			—										
28 Centreville Rd	City of Manassas Park	0.31	46000	G	96%	0%	1%	1%	1%	0%	С	0.069	F	0.581	51000	G
20)	To:	EG	CL Manassa	as]										
	From:		Manassas													
28 Centreville Rd	Prince William County	2.13	43000	G	96%	0%	3%	0%	0%	0%	С	NA			47000	G
	lo [*] From:		fax County l Villiam Cou													
28 Centreville Rd	Fairfax County	0.64	50000	F	96%	」 1%	1%	1%	2%	0%	F	0.069	F	0.677	55000	F
20) 35	To-	5.51	29-858	•	20,0	7	.,.	.,,	-/-	• , ,	•	5.555	•	5.5.7	22200	•
	From:		Old Centre													
(28) Centreville Rd	Fairfax County	2.06	51000	F	90%	1%	2%	4%	2%	0%	С	0.066	F	0.647	56000	F
	To- From:	US	29 Centrev	ille		}										
28 Sully Rd	Fairfax County	0.47	72000	F	96%	1%	1%	1%	2%	0%	F	0.068	F	0.695	79000	F
\vee	To:	I-66 No	orth of Cent	reville												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Phinaly an	ia iritoroto	ale i lol	100			Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		orth of Cent													
28 Sully Rd	Fairfax County	3.95	73000	В	96%	1%	1%	1%	2%	0%	С	0.08	Α	0.74	79000	В
	Tac From:		0 Dulles Ai		000/	<u> </u>	40/	40/	00/	00/		0.004	_	0.544	400000	
28 Sully Rd	Fairfax County	4.12	91000 oun County	G (Line	96%	1% 7	1%	1%	2%	0%	F	0.084	F	0.544	100000	G
	From:		ax County													
(28) Sully Rd	Loudoun County	0.66	91000	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.531	100000	G
	To. From:		SR 267]——										
(28) Sully Rd	Loudoun County	2.75	82000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.550	91000	G
	To: From:		53-625]							_			
(28) Sully Rd	Loudoun County	3.16	34000 Harry Byro	G	96%	1% 7	1%	1%	2%	0%	F	0.085	F	0.704	38000	G
	From	SR / ;		ı Hwy		1										
28 Church Street	City of Manassas	0.29	SR 28 13000	G	96%	1%	1%	1%	2%	0%	F	0.085	F		15000	G
Church Street	Combined Traffic Estimates for 2 Parallel Roadways of		24000	G	96%	1%	1%	1%	2%	0%	F	NA	•		27000	G
	To		SR 234			¬—	.,.									
28 Church Street	City of Manassas	0.82	11000	G	96%	1%	1%	1%	2%	0%	F	0.088	F		12000	G
•	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	24000	G	96%	1%	1%	1%	2%	0%	F	NA			26000	G
	To	C	Center Stree	t												
~~	From:		Carolina Sta]										
29	City of Danville (Maint: 71)	0.23	10000	G	78%	1%	2%	3%	16%	1%	F	NA			10000	G
	To- From:		29 South of]	201	201	100/	40/			_		10000	
29	City of Danville (Maint: 71)	1.10	10000	F	78%	1%	2%	3%	16%	1%	F	0.076	F	0.505	10000	F
$\overline{}$	To- From:		Elizabeth St		700/	40/	00/	00/	400/	40/		0.000	_	0.540	44000	_
<u>(29)</u>	City of Danville (Maint: 71)	2.60	11000	В	78%	1%	2%	3%	16%	1%	С	0.098	Α	0.518	11000	В
	From		86 Main S		700/		00/	00/	400/	40/		0.077		0.50	40000	
29	City of Danville (Maint: 71)	1.85	12000	F	78%	1%	2%	3%	16%	1%	F	0.077	F	0.53	12000	F
	City of Denville (Maint 74)		oodyear Blv 14000	vd F	700/	40/	20/	20/	400/	40/		0.074	F	0.574	14000	F
29	City of Danville (Maint: 71)	1.48		-	78%	1%	2%	3%	16%	1%	F	0.071	г	0.574	14000	г
	City of Danvillo (Maint: 71)	US 58; US 1.88	360 South 8400	Boston I	78%	1%	20/-	3%	16%	1%	F	0.074	F	0.587	8400	F
29	City of Danville (Maint: 71)				76%	170	2%	3%	10%	170	Г	0.074	Г	0.567	0400	Г
	Pittovlycopia County	0.26	CL Danvill 8400	le F	78%	1%	2%	3%	16%	1%	F	0.074	F	0.587	8400	F
29	Pittsylvania County				7070	170	270	370	10 %	1 70	г	0.074	г	0.567	0400	г
	Pittsylvania County	SR 360 6.58	0 Little Cre 8800	ek Rd G	78%	1%	2%	6%	13%	1%	С	NA			8800	G
29	Piltsylvaria County					170	2 70	070	13%	170	C	INA			0000	G
	Dittout onic Count:	BUS US 2 0.76	29 North of	Danville F	e 82%	10/	20/	10/	120/	10/	F	0.077	F	0 F72	17000	F
29	Pittsylvania County	0.76	18000		0∠%	1%	2%	1%	13%	1%	۲	0.077	Г	0.573	17000	F
29	To. From: Pittsylvania County	3.49	71-640 16000	F	82%	1%	2%	1%	13%	1%	F	0.078	F	0.53	16000	F
(29)	Pillsylvariia County	3.49	71-718	<u> </u>	0270	170 7	۷√0	1 70	13%	1 70	r	0.076	r	0.53	10000	Г
	L		/1-/10													

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(m)	Pittsylvania County	3.18	71-718 15000	F	82%	1%	2%	1%	13%	1%	F	0.083	F	0.591	15000	F
29	Fitts yivania County		CL Chathan		02 /0	7	2 /0	1 /0	13 /0	1 /0	1	0.003	'	0.591	13000	<u>'</u>
29	From:— Town of Chatham (Maint: 71)	0.03	15000	N	82%	1%	2%	1%	13%	1%	N	0.083	Ν	0.591	15000	Ν
	To. From:	US 29	Bus S of Ch	natham]—										
29	Town of Chatham (Maint: 71)	0.76	12000	F	82%	1%	2%	1%	13%	1%	F	0.089	F	0.637	11000	F
	To From:		ICL Chathar		000/]	00/	40/	400/	40/		0.000		0.007	11000	
29	Pittsylvania County	2.75	12000	N	82%	1%	2%	1%	13%	1%	N	0.089	N	0.637	11000	N
	Pittsylvania County	US 29 6.12	Bus N of Cl 12000	natham F	82%	1%	2%	1%	13%	1%	F	0.071	F	0.549	12000	F
29	The Tree		9 Bus S of G		0270	٠/٠	270	170	10 70	170		0.07 1	'	0.040	12000	<u> </u>
29 29 29	Pittsylvania County	1.83	8300	A	82%	1%	2%	1%	13%	1%	С	0.111	Α	0.513	8100	Α
	Too From:	SR 4	0 West of G	retna		1—										
(29)	Pittsylvania County	2.48	9200	F	82%	1%	2%	1%	13%	1%	F	0.07	F	0.514	9000	F
~	To- From:		29 Bus N of]—										
[29]	Pittsylvania County	3.08	11000	F	82%	1% _	2%	1%	13%	1%	F	0.074	F	0.521	11000	F
29	Pittsylvania County	4.08	71-643 12000	F	82%	1%	2%	1%	13%	1%	F	0.079	F	0.575	12000	F
(29)	Fitts yivania County				02 /0	1 /0 7	2.70	1 /0	13 /0	1 /0	'	0.079	'	0.575	12000	'
29	Pittsylvania County	3.15	S 29 South o	F F	82%	1%	2%	1%	13%	1%	F	0.071	F	0.531	8800	F
	To:		bell County			1										
(20)	Campbell County	Pittsyl 0.72	vania Count 11000	y Line G	82%	」 1%	2%	1%	13%	1%	F	0.076	F	0.576	11000	G
29	To.		SR 43			¬		.,,	.070	.,,	•	0.0.0	·	0.0.0		
29	Campbell County	3.40	12000	G	82%	1%	2%	1%	13%	1%	F	0.083	F	0.55	12000	G
	To. From		15-712			_										
29	Campbell County	0.24	12000	N	82%	1%	2%	1%	13%	1%	Ν	0.083	N	0.55	12000	N
	To- From:		S 29 N of A		2121	<u> </u>		40/	=0/	201		2 2 2 4				
29	Campbell County	4.24	19000	G	91%	0%	2%	1%	5%	0%	F	0.081	F	0.555	19000	G
(m)	Tax From: Campbell County	4.99	15-696 20000	G	91%	0%	2%	1%	5%	0%	F	0.080	F	0.572	20000	G
29	Tol	7.00	SR 24		0170	7	270	170	070	070		0.000	'	0.072	20000	
29	From: Campbell County	4.58	20000	G	91%	0%	2%	1%	5%	0%	F	0.085	F	0.595	21000	G
	To		15-738			1										
29	Campbell County	1.94	27000	Α	91%	0%	2%	1%	5%	0%	С	0.096	Α	0.579	29000	Α
	To- From		South of Ly			}—										
29	Campbell County	0.21	29000	G	91%	0%	2%	1%	5%	0%	F	0.078	F	0.545	29000	G
¥	In:	SC	CL Lynchbu	rg		1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deute	li inia aliatia a	1	AADT		4T:	Dua		Tru	ıck		- 00	K	OK	Dir	A A)A/DT	014
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
29 Wards Road	From: City of Lynchburg	1.74	CL Lynchbu 39000	rg G	91%	00/	20/	1%	5%	0%	_	0.076	F	0.500	40000	-
(29) Wards Road	To:		aburg Expres		91%	0% 7	2%	170	5%	0%	Г	0.076	Г	0.598	40000	G
~~~	From:		Wards Rd	,												
(29) (501) Lynchburg Expressway	City of Lynchburg	0.34	46000	N	91%	0%	2%	1%	5%	0%	Ν	0.092	Ν	0.575	47000	N
~ ~	To: From:		andler Mt R			]										
(29) Lynchburg Expressway	City of Lynchburg	1.37	46000	G	91%	0%	2%	1%	5%	0%	F	0.092	F	0.575	47000	G
<del>~</del>	To- From:		dd Fellows I			}—										
(29) Lynchburg Expressway	City of Lynchburg	1.46	45000	G	91%	0%	2%	1%	5%	0%	F	0.092	F	0.548	46000	G
~ ~	Ta- From:	K	emper Stree	et		]										
(29) Lynchburg Expressway	City of Lynchburg	1.02	45000	G	91%	0%	2%	1%	5%	0%	F	0.093	F	0.521	46000	G
<del></del>	To- From:		Main Street			}—										
(29) Lynchburg Expressway	City of Lynchburg	0.22	34000	G	91%	0%	2%	1%	5%	0%	F	0.089	F	0.563	35000	G
<u>~</u>	To: From:		erst County CL Lynchbu													
29	Amherst County	2.06	34000	G	91%	0%	2%	1%	5%	0%	F	0.089	F	0.563	35000	G
	To-	BUS US 2	9 North of 1	Lynchhu	ro	<b>7</b>										
29	Amherst County	2.20	37000	G	87%	1%	2%	1%	9%	0%	F	0.080	F	0.657	35000	G
	To	SR 1	30 Martins S	Store		<b>—</b>										
29	Amherst County	2.11	25000	G	87%	1%	2%	1%	9%	0%	F	0.080	F	0.514	24000	G
	To-		05-657			1										
29	Amherst County	0.89	20000	G	87%	1%	2%	1%	9%	0%	F	0.077	F	0.591	19000	G
	To-		05-671			1										
29	Amherst County	2.42	21000	G	87%	1%	2%	1%	9%	0%	F	0.080	F	0.562	20000	G
	To		05-663													
29	Amherst County	2.72	23000	G	87%	1%	2%	1%	9%	0%	F	80.0	F	0.504	22000	G
	To	BUS US	29 South of	Amhers	t	1										
29	Amherst County	0.01	19000	G	87%	1%	2%	1%	9%	0%	F	0.075	F	0.519	18000	G
	To-	S	CL Amhers	st.		<b>—</b>										
29	Town of Amherst (Maint: 05)	1.72	19000	G	87%	1%	2%	1%	9%	0%	F	0.075	F	0.519	18000	G
	To-		US 60			1										
29	Town of Amherst (Maint: 05)	1.45	15000	G	87%	1%	2%	1%	9%	0%	F	0.074	F	0.533	15000	G
	To-	BUS US 2	9 Near NCI	. Amher	st	1										
29	Town of Amherst (Maint: 05)	0.64	15000	N	87%	1%	2%	1%	9%	0%	Ν	0.08	Ν	0.511	14000	Ν
	To	N	ICL Amhers	zt .		7										
29	Amherst County	1.35	15000	G	87%	1%	2%	1%	9%	0%	F	0.08	F	0.511	14000	G
	To:		North of A			7										
29	Amherst County	4.10	10000	G	87%	1%	2%	1%	9%	0%	F	0.082	F	0.553	10000	G
23)	To:		on County l			٦					•		-			-

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

		Primary ar	nd Interstate	Routes												
Route	Jurisdiction	l enath	AADT Q	<b>)A</b> 4Ti	re R	us		Truck	<b>&lt;</b>		QC	K	QK	Dir	AAWDT	O\/\
Noute	Julisalction				<u> Б</u>	2.	Axle 3+	-Axle 1	Trail	2Trail	QC	Factor	QIV	Factor	AAWDI	QVV
~~~	From:		erst County Line		<u>.</u>						_		_			_
(29) Thomas Nelson Hwy	Nelson County	4.47	11000	G 879	% 1	%	2%	1%	9%	0%	F	0.076	F	0.532	10000	G
	To: From:	SR 5	56 Near Colleen													
(29) (56) Thomas Nelson Hwy	Nelson County	4.28	14000	G 879	% 1	%	2%	1%	9%	0%	F	0.074	F	0.590	13000	G
\bigcirc	To:	BUS US 2	9 South of Lovi	ngston												
79 Thomas Nelson Hwy	Nelson County From: L	0.82		3 87°	% 1	%	2%	1%	9%	0%	F	0.074	F	0.592	12000	G
29)							_,,	. , 0	0,0	0,0	•	0.0.	·	0.00=	000	•
	From:		9 North of Lovi				201	101	201	201	_			0 =04	10000	
(29) Thomas Nelson Hwy	Nelson County	6.51	12000 A	A 879	% 1	%	2%	1%	9%	0%	С	0.111	Α	0.531	12000	Α
	To: From:	S	R 6 River Rd		\neg											
(29) (6) Thomas Nelson Hwy	Nelson County	3.94	10000 (G 879	% 1	%	2%	1%	9%	0%	F	0.081	F	0.632	9700	G
	To:	C	SR 6 Irish Rd													
729 Thomas Nelson Hwy	From:	1.44		G 87°	0/_ 1	% :	2%	1%	9%	0%	F	0.096	F	0.62	11000	G
29 Thomas Nelson Hwy	To:		narle County Lir		70 1	70	2 /0	1 /0	9 /0	0 /0	'	0.090	'	0.02	11000	G
	From:		son County Line													
20	Albemarle County	7.89	13000 I		% 1	%	2%	1%	9%	0%	F	0.086	F	0.557	12000	F
29							_,,	. , 0	0,0	0,0	•	0.000	·	0.00.	000	•
~~	From:		-692 Plank Rd	- 07/		10/	20/	40/	00/	00/		0.000		0.570	4.4000	
29	Albemarle County	2.69	14000 I	F 879	% 1	%	2%	1%	9%	0%	F	0.086	F	0.572	14000	F
	To- From:	02-7	708 Red Hill Rd													
29	Albemarle County	6.17	15000 I	F 879	% 1	%	2%	1%	9%	0%	F	0.086	F	0.592	15000	F
	To:		1.64		_											
	Albemarle County	0.36	I-64 41000 I	F 87°)/_ 1	% :	2%	1%	9%	0%	F	0.102	F	0.693	40000	F
29	Albernarie County	0.30	41000 1	01	/0 I	70	2 /0	1 /0	9 /0	0 /0	'	0.102	'	0.093	40000	
	To: From:	BUS US 29 Font														
29	Albemarle County	1.64	35000 I	F 879	% 1	%	2%	1%	9%	0%	F	0.099	F	0.593	35000	F
<u> </u>	Tax		US 250		\neg											
29 (250)	Albemarle County	1.86		F 96°	% O)%	1%	1%	2%	0%	F	0.092	F	0.533	47000	F
29 (250)						, ,				-,-	-		•			•
~~	From:		L Charlottesville				101	10/	00/	201	_		_			
[29][250]	City of Charlottesville	0.35		F 96°	<u></u> 0)%	1%	1%	2%	0%	F	0.093	F	0.52	39000	F
* * 	To:		BUS US 29 250, BUS US 29	,	_											
29 Emmet St	City of Charlottesville	0.37		F 96°)/ O)%	1%	1%	2%	0%	F	0.079	F	0.524	61000	F
(29) Emmet St	City of Chanottesville	0.37	56000 I	F 90	⁄0 U	J70	170	170	2 %	0%	Г	0.079	Г	0.524	61000	Г
~~~	To: From:		. Charlottesville													
29	Albemarle County	1.70	56000 I	F 969	% 0	)%	1%	1%	2%	0%	F	0.082	F	0.517	58000	F
<u> </u>	To-	0.	2-631 Rio Rd		$\neg$ L											
(20)	Albemarle County	3.11		F 96°	% O	)%	1%	1%	2%	0%	F	0.087	F	0.612	46000	F
29	. a.z.mano odanty						. , •	. , •	_,,	- / 0	•	0.501	•	3.3. <u>L</u>	.5000	•
	To- From:		20 Hollymeade F			201	101	40/	001	051						
29	Albemarle County	1.01	36000	<b>N</b> 96°	% 0	)%	1%	1%	2%	0%	N	0.105	N	0.579	38000	N
	To:	02-649 A	irport Rd, Proff	it Rd	$\neg$ $\vdash$											
29	Albemarle County	1.80	36000 A	<b>A</b> 96°	% 0	)%	1%	1%	2%	0%	С	0.105	Α	0.579	38000	Α
	To:		510 Camelot Dr													

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

- Double	Leader die Atlant	1	AADT		4T:	D		Tru	ıck			K	01/	Dir	AANAIDT	0)4/
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	Albamarla Caunty	02-15 2.89	32000 32000	t Dr <b>F</b>	96%	] 0%	1%	1%	2%	0%	F	0.000	F	0.688	33000	F
(29)	Albemarle County		ne County I		90%	U% <b>7</b>	170	170	270	0%	Г	0.088	Г	0.000	33000	Г
	From:		arle County													
29	Greene County	3.21	27000	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.622	28000	G
	To:	US 3	33 Ruckersv	ille		7										
29	Greene County	3.68	15000	G	92%	1%	1%	1%	5%	0%	F	0.084	F	0.569	14000	G
229	To:	Madis	son County			1										
~~	From:		ne County I	Line												
29)	Madison County	5.57	14000	Α	92%	1%	1%	1%	5%	0%	С	0.121	Α	0.509	13000	Α
<u> </u>	To- From:		SR 230			1—										
(29) (230)	Madison County	0.52	20000	G	92%	1%	1%	1%	5%	0%	F	0.075	F	0.51	18000	G
	To	SR	230, SR 23	31		1										
(29) (231) Lee Hwy	Madison County	1.34	18000	G	92%	1%	1%	1%	5%	0%	F	0.080	F	0.500	17000	G
29) 231)	Tre		20 C 4 C			7										
	Madison County	2.02	29 South of 17000	Madisoi	92%	1%	1%	1%	5%	0%	F	0.079	F	0.517	15000	G
29	iviadison County					1 /0	1 /0	1 /0	3/0	0 /6	'	0.079	'	0.517	13000	G
~~	To- From:		29 North of				40/	40/	=0/	201						
29 Lee Hwy	Madison County	3.16	16000	G	92%	1%	1%	1%	5%	0%	F	0.075	F	0.507	14000	G
~~	To- From:		56-607			}—										
29 Lee Hwy	Madison County	4.03	15000	G	92%	1%	1%	1%	5%	0%	F	0.077	F	0.531	13000	G
$\bigcirc$	To:		per County			<u> </u>										
29 Lee Hwy	Culpeper County	2.79	21000	G	92%	」 1%	1%	1%	5%	0%	F	0.075	F	0.556	19000	G
29 Lee Hwy	Culpeper County	2.19			92 /0	1 /0	1 /0	1 /0	3/0	0 /6	'	0.075	'	0.550	19000	G
~~	To- From-		23-603			<del></del>										
(29) Lee Hwy	Culpeper County	3.54	24000	G	92%	1%	1%	1%	5%	0%	F	0.075	F	0.590	22000	G
	To- From:		9 South of			}—										
29	Culpeper County	1.13	21000	G	92%	1%	1%	1%	5%	0%	F	0.076	F	0.610	19000	G
$\bigcirc$	To	US 15 S	South of Cu	lpeper		1										
(29) (15)	Culpeper County	1.32	22000	G	92%	1%	1%	1%	5%	0%	F	0.079	F	0.674	19000	G
	Too		US 522			1										
(29) (15)	From: <u></u> Culpeper County	3.88	20000	G	92%	1%	1%	1%	5%	0%	F	0.079	F	0.671	18000	G
(29) (13)	To:	BUS US 15, BUS				7	.,0	. , ,	0,0	0,0	•	0.0.0	•	0.0.		Ū
	From-	BUS US 15	,29 North o		er											
29 15 James Madison Hwy	Culpeper County	2.65	26000	G	89%	1%	1%	1%	8%	0%	F	0.072	F	0.603	26000	G
	To:		23-663			1—										
29 15 James Madison Hwy	Culpeper County	4.31	26000	G	89%	1%	1%	1%	8%	0%	F	0.075	F	0.573	25000	G
	To-					ا										
29 \ 15 \ James Madison Hwy	Culpeper County	BUS US 15, BUS 0.24	<b>26000</b>	ith of Re	mington 89%	1%	1%	1%	8%	0%	F	0.071	F	0.618	25000	G
29 (15) James Madison Hwy	Tay-		ier County		03/0	7	1 /0	1 /0	U /0	U /0	'	0.07 1	'	0.010	23000	9
		1 auqu	no County	LIIIC		1										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-		Primary ar	iu iritersta	ie Rol	ııcs											
Route	Jurisdiction	Length	AADT	ΩΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	$\cap$ W
Noute	Julistiction	Lengui	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
$\sim$	From:		eper County l													
(29) (15) James Madison Hwy	Fauquier County	2.17	22000	G	89%	1%	1%	1%	8%	0%	F	0.078	F	0.623	22000	G
<u>~</u> ~	To: From:	BUS US 15, BUS	S US 29 Nort	h of Re	mington	1										
29 15 James Madison Hwy	Fauquier County	0.30	31000	G	89%	1%	1%	1%	8%	0%	F	0.075	F	0.617	30000	G
	To:	CD	28 Catlett R	d		1										
29 (15) James Madison Hwy	Fauguier County	4.00	24000	G	89%	<b>1</b> %	1%	1%	8%	0%	F	0.074	F	0.672	23000	G
29 (15) tames masses	. aaqa.s. 33a.s.y					٦	.,,	.,,	0,0	0,0	•	0.0.	•	0.0		•
C C Land Madian Har	From:		3 17 Marsh R		000/	40/	40/	40/	00/	00/	_	0.007	^	0.570	40000	
29 15 17 James Madison Hwy	Fauquier County	2.28	41000	Α	89%	1%	1%	1%	8%	0%	С	0.097	Α	0.573	40000	Α
	To- From:	30-68	34 Lees Ridge	e Rd		]										
29 (15) (17) James Madison Hwy	Fauquier County	2.43	48000	G	89%	1%	1%	1%	8%	0%	F	0.071	F	0.575	47000	G
	To:	BUS US 15,1	7 29 South o	f Warre	enton	1										
(29) (15) (17)	Fauquier County	2.44	38000	G	89%	1%	1%	1%	8%	0%	F	0.073	F	0.62	37000	G
29 (13) (11)						٦										
	Fauquier County	0.36	US 17 38000	N	89%	1%	1%	1%	8%	0%	N	0.073	N	0.62	37000	N
[29] [15]	r adquier County	0.30	30000	IN	09 /0	1 /0	1 /0	1 /0	0 /0	0 /0	IN	0.073	IN	0.02	37000	IN
	To- From:		CL Warrenton			_										
(29) (15)	Town of Warrenton (Maint: 30)	0.26	26000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.66	25000	G
<del>\rightarrow</del>	To: From:	No	CL Warrento	n		1										
(29) (15)	Fauquier County	0.22	26000	N	89%	1%	1%	1%	8%	0%	Ν	0.079	Ν	0.66	25000	N
	To:	BUS US 15, BU	S US 29 Nor	th of W	arrenton											
29 (15) Lee Hwy	Fauguier County	3.00	46000	G	92%	1%	3%	1%	4%	0%	F	0.081	F	0.67	46000	G
25) (15)	T					7										
(T) Loo Huay	From: L	30-693	Old Alexandı 44000	1a Tpk	92%	1%	3%	1%	4%	0%	С	0.085	Α	0.516	45000	Α
(29) (15) Lee Hwy	Fauquier County	3.22	44000	А	9270	170	370	1 70	470	0%	C	0.065	А	0.516	43000	A
	To: From:		215 Vint Hill			_										
(29) (15) Lee Hwy	Fauquier County	0.13	48000	G	92%	1%	3%	1%	4%	0%	F	0.076	F	0.674	49000	G
<del>\$\\ \\</del>	To:		Villiam Coun													
29 \ 15 \ Lee Hwy	Prince William County	0.82	uier County I 46000	G	92%	」 1%	3%	1%	4%	0%	F	0.073	F	0.668	46000	G
29 (15) Lee Hwy	Finice William County	0.62	46000	G	9270	170	370	1 70	470	0%	Г	0.073	Г	0.000	40000	G
~~	To: From:		ames Madiso			J							_			
(29) Lee Hwy	Prince William County	3.31	37000	G	92%	1%	3%	1%	4%	0%	F	0.072	F	0.662	37000	G
<u> </u>	To: From:	SR 55 J	ohn Marshal	l Hwy		1										
29 Lee Hwy	Prince William County	0.50	55000	G	92%	1%	3%	1%	4%	0%	F	0.071	F	0.661	55000	G
	To:	I-66 F	ast of Gaines	wille		<b>—</b>										
29 Lee Hwy	Prince William County	5.43	8800	G	98%	<b>0</b> %	0%	0%	2%	0%	С	0.100	F	0.895	9700	G
29	To:		fax County L		0070	7	<b>3</b> / 0	<b>3</b> / 0	_ /0	J /0	9	0.700	•	0.000	5700	J
	From:		Villiam Coun													
29 Lee Hwy	Fairfax County	3.15	17000	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.641	19000	F
		1 66 W	est of Centre	willa		1										
29 Lee Hwy	From: L Fairfax County	0.88	33000	F	98%	0%	1%	0%	0%	0%	F	0.081	F	0.751	36000	F
29) LCC 1 Wy	To:		28 Centrevil		JU /0	7	1 /0	O /0	0 /0	U /0	'	0.001	'	0.701	55000	•
		SIX	25 Controvil			1										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and interst					Trı	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:	SR 28 Centres			j										
29 Lee Highway	Fairfax County	3.11 <b>31000</b>	F	94%	0%	2%	2%	1%	0%	С	0.083	F	0.672	34000	F
~	To: From:	29-2953 Gunpow			]										
29 Lee Highway	Fairfax County	2.26 <b>35000</b>	В	98%	0%	1%	0%	0%	0%	С	0.095	Α	0.619	38000	В
C Las Ibas	To- From:	WCL Fairfa		000/		40/	00/	00/	00/		0.004		0.00	40000	
(29) Lee Hwy	City of Fairfax	0.16 38000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.63	42000	G
C Lastina	Ta- From:	Jermantown		000/		40/	00/	00/	00/		0.007	_	0.005	20000	
(29) Lee Hwy	City of Fairfax	0.44 <b>35000</b>	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.625	39000	G
( ) ( ) Loo Huay	City of Fairfox	US 50, SR 236 N 0.96 <b>33000</b>	fain St G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.736	36000	G
(29) (50) Lee Hwy	City of Fairfax			90%	U% <b>-</b>	170	U%	0%	U%	Г	0.113	Г	0.736	36000	G
29 ( 50 ) Lee Hwy	City of Fairfax	SR 123 Chain Bri 0.21 <b>36000</b>	idge Rd <b>G</b>	98%	0%	1%	0%	0%	0%	F	0.076	F	0.608	39000	G
(29) (50) Lee Hwy	City of Fairbax			90 /0	7	1 /0	0 /0	0 /0	0 /0	'	0.076	'	0.000	39000	G
29 (50) Lee Hwy	City of Fairfax	University I 0.59 <b>40000</b>	Or G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.592	44000	G
(29) (50) 250 1111,	To:				7	1,0	070	070	070	•	0.000	•	0.002	11000	Ü
29 (50) Lee Hwy	From: City of Fairfax	Plantation Park 0.68 <b>38000</b>	G G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.631	42000	G
(29) (30) 230 1,	To. To.				٦	.,0	0,70	0,0	0,70	•	0.00	•	0.00.	000	
29 50 Lee Highway	From L City of Fairfax	Draper Driv 0.28 <b>40000</b>	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.677	44000	G
25) (30) (3)	To	US 50			1										
29 Lee Highway	From: <b>L</b> City of Fairfax	0.08 40000	N	98%	0%	1%	0%	0%	0%	Ν	0.083	Ν	0.677	44000	Ν
	Tav	US 50 Fairfax (	Circle		<b>—</b>										
(29) (237) Lee Highway	City of Fairfax	0.13 39000	N	99%	0%	0%	0%	0%	0%	Ν	0.088	Ν	0.559	43000	Ν
	To	ECL Fairfa	X		1—										
(29) (237) Lee Highway	Fairfax County	5.05 <b>39000</b>	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.559	43000	G
	To- From:	29-1717 Marshall St, WC	L Falls C	Church	_										
(29) (237) Washington St	City of Falls Church	0.29 <b>27000</b>	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.617	29000	G
<del></del>	To- From:	29-1712 Cavalie			]—										
(29) (237) Washington St	City of Falls Church	0.24 <b>24000</b>	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.622	26000	G
~ ~	Ta- From:	SR 338 Hillwoo			}—										
(29) (237) Washington St	City of Falls Church	0.28 <b>19000</b>	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.602	21000	G
<del>~</del>	To- From:	SR 7 Broad			}—										
29 237 Washington St	City of Falls Church	0.18 <b>26000</b>	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.579	28000	G
	To- From:	110-6767 Great I			]										
29 237 Washington St	City of Falls Church	0.32 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.594	27000	G
-	From:	Arlington Count ECL Falls Ch	-												
(29) (237) Lee Highway	Arlington County	0.11 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.553	28000	G
$\bigcirc$	To	SR 237													

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			iu intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
29 237 Lee Highway	Arlington County	0.07	SR 237 <b>25000</b>	N	99%	0% -	0%	0%	0%	0%	N	0.097	N	0.535	28000	N
29 Lee Highway	Arlington County	2.16	SR 237 Par <b>25000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.097	Α	0.535	28000	Α
29 Lee Highway	Arlington County	0.15	120 Glebe F 22000	Rd <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.09	F	0.645	24000	G
29 309 Old Dominion Drive	Arlington County	0.05	S SR 309 <b>34000</b>	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.679	38000	G
29 Old Dominion Drive	Arlington County	0.67	R 309 Lee H 23000	Hwy <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.114	F	0.742	26000	G
29 Lee Highway	Arlington County	N SR 0.67	27000	ydale <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.113	F	0.707	29000	G
29 Lee Highway	Arlington County	0.57	SR 124 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	0.124	F	0.747	27000	G
29 Lee Highway	Arlington County  Combined Traffic Estimates for 2 Parallel Roadways of		21st St 25000 32000 t of Columbi	N N	99% 99%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	N N	0.124 NA	N	0.747	27000 35000	N N
(29)	Arlington County  Combined Traffic Estimates for 2 Parallel Roadways of To-	US 29 ; 00 0.90 on this Route:	0-6759 Begii <b>6900</b>	n Paralle G N	99% 99%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	F N	0.163 NA	F		7600 35000	G N
Bus 29 West Main Street	City of Danville	0.87	CL Danville	e G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
Bus 29 West Main Street	City of Danville	0.91	12000	F	96%	1%	1%	1%	1%	0%	F	0.085	F	0.504	13000	F
Bus (29) West Main Street	City of Danville	0.65	Greensboro 17000	F	96%	1%	1%	1%	1%	0%	С	0.086	F	0.555	18000	F
Bus (29) Memorial Dr	City of Danville		Memorial Dr W Main St 13000	F	97%	1%	1%	1%	1%	0%	F	0.09	F	0.526	14000	F
Bus (29) Memorial Dr	City of Danville	0.17	Bishop St <b>18000</b>	F	97%	1%	1%	1%	1%	0%	С	0.088	F	0.537	19000	F
Bus (29) Memorial Dr	City of Danville	Rob 0.14	bertson Brid	lge <b>F</b>	97%	1%	1%	1%	1%	0%	F	0.097	F	0.63	19000	F
Bus	To- From:		Park Ave			<b>]</b> —										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

li mia di ati ara	l amouth AAR		4T:ne	D		Tru	ıck			K	OK	Dir	A A1A/DT	
			4 i irė	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
			97%	<b>」</b> 1%	1%	1%	1%	0%	F	0.092	F	0.506	13000	F
To:			01 70	1	1,70	170	170	070	•	0.002		0.000	10000	<u>.</u>
City of Danvillo			07%	10/	10/	10/	10/	00/-	_	0.097	_	0.59	40000	F
City of Darwille			91 /0	1 /0 <b>7</b>	1 /0	1 /0	1 /0	0 /6	'	0.007	'	0.50	40000	,
From:			000/	-00/	40/	40/	40/	00/		0.000		0.500	05000	
City of Danville			98%	0% ¬	1%	1%	1%	0%	N	0.083	N	0.506	35000	N
To: From:														
City of Danville			98%	_0% ¬	1%	1%	1%	0%	F	0.083	F	0.506	35000	F
From:				<u> </u>										
City of Danville	0.52 <b>3100</b>	0 F	97%	0%	1%	0%	1%	0%	С	0.081	F	0.538	34000	F
To: From:	Auduboi	Dr		]—										
City of Danville	0.60 <b>2900</b>	0 F	98%	0%	1%	1%	1%	0%	F	0.083	F	0.578	32000	F
To: From:	Keensmi	l Rd		}—										
City of Danville	0.31 <b>2900</b>	0 F	98%	0%	1%	1%	1%	0%	С	0.085	F	0.563	32000	F
To: From:	Ash S	t		]										
City of Danville	0.98 <b>2800</b>	0 F	98%	0%	1%	1%	1%	0%	F	0.086	F	0.573	31000	F
To- From:	Franklin	Blvd		]—										
City of Danville	0.44 <b>1700</b>	0 F	98%	0%	1%	1%	1%	0%	F	0.086	F	0.55	19000	F
To:														
			98%	」 ○%	1%	0%	1%	0%	С	0.086	F	0 552	21000	F
То-				···	.,.									
Pittsylvania County			97%	J 0%	1%	0%	1%	0%	C	ΝΔ			17000	F
Ta-			31 70	7	1 /0	0 70	170	0 70	O	INA			17000	'
From:	US 29 South o	f Chatham		j										
Town of Chatham (Maint: 71)	1.36 <b>660</b> 0	F	97%	1%	1%	0%	1%	0%	С	0.08	F	0.574	6700	F
To: From:	SR 57 Se	outh		]—										
Town of Chatham (Maint: 71)	0.19 6600	N	97%	1%	1%	0%	1%	0%	Ν	0.08	Ν	0.574	6700	Ν
To: From:	SR 57 N	orth		]——										
Town of Chatham (Maint: 71)	0.90 <b>510</b> 0	F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.533	5200	F
Tax	NCL Cha	tham		1										
PittsvIvania Countv			97%	- 1%	1%	0%	1%	0%	F	0.091	F	0.515	3900	F
To:			/0	7	. , •	- / 0	. , •	- / 0	•		-	2.3.0		•
	City of Danville  Tore From:  City of Danville  Tore From:  City of Danville  Tore From:  Town of Chatham (Maint: 71)  Town of Chatham (Maint: 71)	City of Danville	Durisdiction   Central AADT   QA   4 Tire   Bus   2Axde   3+Axde   3+Axde	City of Danville	City of Danville	City of Danville	Section   Control   Cont	Durisdiction	Durisdiction   Length AADT   QA 4 Tire   Bus   2Axis 3+Axis   17rail   2Trail   2T	City of Darville				

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AAI	T QA	4Tire	Bus		Tru 3+Axle			QC	K	QK	Dir	AAWDT	QW
Bus	From:	US 29 South			J						Factor		Factor		
29	Pittsylvania County	1.64 <b>310</b>	-	97%	0% ¬	1%	0%	1%	0%	F	0.08	F	0.603	3100	F
Bus (29)	Town of Gretna (Maint: 71)	0.13 <b>31</b> 0		97%	0%	1%	0%	1%	0%	N	0.08	N	0.603	3100	N
Bus 29	Town of Gretna (Maint: 71)	O.88 <b>630</b>	0 F	97%	0%	1%	0%	1%	0%	С	0.102	F	0.509	6400	F
Bus (29)	Pittsylvania County	NCL G 1.47 <b>630</b> N US 29 Nort	0 N	97%	 _0% ]	1%	0%	1%	0%	N	0.102	N	0.509	6400	N
Bus 29	Pittsylvania County	US 29 Sout 1.38 <b>540</b>	h of Hurt	96%	0%	1%	1%	2%	0%	С	0.098	F	0.62	5500	F
Bus (29)	Town of Hurt (Maint: 71)	1.17 <b>540</b>	0 N	96%	0%	1%	1%	2%	0%	N	0.098	N	0.62	5500	N
Bus (29)	Town of Hurt (Maint: 71)	71-9 0.28 <b>740</b> Campbell Co	0 F	96%	0%	1%	1%	2%	0%	F	0.09	F	0.552	7600	F
Bus 29 Main Street	Town of Hurt (Maint: 15)	Pittsylvania C 0.03 <b>83C</b> SCL Alt	0 G	96%	0%	2%	0%	1%	0%	С	0.089	F	0.530	8300	G
Bus 29 Main Street	Town of Altavista (Maint: 15)	0.29 <b>830</b>	0 N	96%	] 0%	2%	0%	1%	0%	N	0.089	N	0.530	8300	N
Bus 29 Main Street	Town of Altavista (Maint: 15)	SR 43; Bed 0.34 <b>120</b>	00 G	96%	0%	2%	0%	1%	0%	F	0.093	F	0.697	12000	G
Bus (29) Main Street	Town of Altavista (Maint: 15)	0.30 <b>160</b>	00 G	96%	0%	2%	0%	1%	0%	F	0.085	F	0.521	16000	G
Bus 29 Main Street	Town of Altavista (Maint: 15)	0.49 <b>140</b>	00 G	96%	0%	1%	1%	2%	0%	F	0.083	F	0.501	14000	G
Bus 29 Main Street	Town of Altavista (Maint: 15)	0.64 <b>130</b>	00 G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.511	13000	G
Bus (29) Main Street	Town of Altavista (Maint: 15)	1.36 <b>870</b>	0 G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.536	8700	G
Bus (29)	Campbell County	0.17 <b>870</b> US 29, 1	0 G	96%	 0% ]	1%	1%	2%	0%	F	0.088	F	0.536	8700	G

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		i iiiiai y air						Tru	ck			K	a	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		S 29; US 50			j										
(29) Wards Road	City of Lynchburg	0.34	17000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.557	18000	G
Dura.	To- From:	SR 128	Candler M	Itn Rd		]										
Bus (29) Wards Road	City of Lynchburg	0.42	24000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.557	25000	G
29) Wards Road	The		Bus, Fort A		30 /0	7	1 70	0 70	070	0 70	'	0.000	•	0.007	20000	O
Bus Bus	From:		Wards Rd	rvenue												
29 (460) Fort Ave	City of Lynchburg	1.19	23000	G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.516	25000	G
$\hookrightarrow$	To		emorial Av	e e												
Bus	From:		Fort Ave		050/	10/	00/	00/	40/	00/	_	0.000	_	0.005	44000	_
Memorial Ave	City of Lynchburg	0.60	10000	G	95%	1%	2%	0%	1%	0%	С	0.082	F	0.605	11000	G
Bus	To- From:	(	Oakley Ave			]										
29 Memorial Ave	City of Lynchburg	0.47	14000	G	95%	1%	2%	0%	1%	0%	F	0.087	F	0.523	15000	G
29						٦										
Bus	From:		Park Ave													
29 Memorial Ave	City of Lynchburg	0.33	13000	G	95%	1%	2%	0%	1%	0%	F	0.092	F	0.614	14000	G
	To	La	anghorne Ro	d		1										
Bus 5th Street	City of Lynchburg				95%	<b>-</b> 1%	20/	0%	10/	00/	F	0.080	F	0.525	16000	C
5th Street	City of Lynchburg	0.17	15000	G	95%	170	2%	0%	1%	0%	Г	0.060	Г	0.525	16000	G
Bus	To- From:		Pollard St			_										
5th Street	City of Lynchburg	0.26	15000	G	95%	1%	2%	0%	1%	0%	F	0.08	F	0.617	16000	G
<u> </u>	To-		Pierce St			1										
Bus	From:					J					_		_			_
29) 5th Street	City of Lynchburg	0.27	14000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.614	15000	G
Bus	To- From:		Park Ave													
29 5th Street	City of Lynchburg	0.38	18000	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.763	19000	G
29) 111 111						٦				-,-	-		•			_
Bus	From:		Clay St													
5th Street	City of Lynchburg	0.57	15000	G	97%	0%	1%	0%	1%	0%	С	0.086	F	0.617	16000	G
	To:		rst County													
Bus	Amherst County	1.64	L Lynchbu 12000	ırg G	97%	0%	1%	1%	1%	0%	С	0.076	F	0.524	13000	G
Bus (29)	Annerst County		lorth of Lyr		9170	7	1 70	1 70	170	0%	C	0.076	Г	0.324	13000	G
	r					_										
Bus (29)	Amborot County		South of Ar		96%	10/	20/	2%	00/	00/	С	0.004	F	0.507	E600	0
29	Amherst County	1.44	5700	G	96%	1%	2%	270	0%	0%	C	0.094	Г	0.507	5600	G
	To: From:	SC	CL Amhers	st												
Bus 29	Town of Amherst (Maint: 05)	0.86	5700	N	96%	1%	2%	2%	0%	0%	Ν	0.094	Ν	0.507	5600	Ν
	To		US 60													
Bus	From:															
Bus (29)	Town of Amherst (Maint: 05)	1.07	3900	G	96%	1%	2%	2%	0%	0%	F	0.087	F	0.528	3800	G
Pue	To- Fram:	No	CL Amhers	st		]										
Bus (29)	Amherst County	0.20	3900	N	96%	1%	2%	2%	0%	0%	N	0.087	N	0.528	3800	N
(29)	Annerst County		North of Ar		9070	1 70 7	∠70	∠ /0	U /0	0 70	IN	0.007	IN	0.320	3000	IN
		0.5 49 1	torui Oi Al	inicist		1										

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

Deute	li urio di atione	المسميدا.	AADT	-04	4T:	Dura		Tru	ıck		00	K	ΟK	Dir	A A\A/DT	0)4/
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	Nologo County	0.30	9 South of I 3200	Lovingsto <b>G</b>	95%	10/	3%	10/	1%	00/	С	0.086	F	0.562	3200	G
(29) (56)	Nelson County	0.30		G	95%	1%	3%	1%	170	0%	C	0.000	Г	0.563	3200	G
Bus	From:		SR 56													
Bus (29)	Nelson County	0.63	2200 North of Lo	G	95%	1%	3%	1%	1%	0%	F	0.088	F	0.594	2200	G
	From:	US 29 I	US 29	vingsion												
Bus (29)	L City of Charlottesville (Maint: 02)	0.37	14000	F	98%	<b>-</b> 1 0%	1%	1%	0%	0%	С	0.095	F	0.591	15000	F
			L Charlotts	ville		1										
Bus 29 Fontaine Ave	City of Charlottesville	0.42	15000	F	98%	<b>-</b> 0%	1%	0%	0%	0%	С	0.097	F	0.598	16000	F
29 Toritaine Ave	To:		erson Park		30 /0	7	1 /0	0 70	070	0 70	C	0.037	•	0.530	10000	ı
Bus	From:		ontaine Av		/	]										
29 Jefferson Park Ave	City of Charlottesville	0.69	<b>17000</b> Emmet St	F	98%	0% 7	1%	0%	0%	0%	F	0.075	F	0.568	18000	F
Bus	From:	Jeff	erson Park	Ave												
29 Emmet St	City of Charlottesville	0.53	19000	F	98%	0%	1%	0%	0%	0%	F	0.067	F	0.509	20000	F
Bus	Ta- From:		Ivy Rd													
Emmet St	City of Charlottesville	0.55	29000	F	99%	0%	1%	0%	0%	0%	С	0.072	F	0.582	32000	F
<u> </u>	To- From:	A	rlington Bl	vd		]——										
Bus 29 Emmet St	City of Charlottesville	0.45	26000	F	99%	0%	1%	0%	0%	0%	F	0.078	F	0.6	29000	F
			Barracks Ro	1		1										
Bus (29) Emmet St	City of Charlottesville	0.40	36000	F	99%	<b>-</b> 0%	1%	0%	0%	0%	F	0.078	F	0.592	39000	F
29 Emilier of	To:		S 250 Bypa		3370	7	1 /0	070	070	0 70	•	0.070	•	0.552	33000	'
Bus	From		South of M													
Bus (29) (231) Main St	Madison County	0.33	3400	G	96%	0%	3%	0%	1%	0%	С	880.0	F	0.534	3400	G
Bus	To- From:	S	CL Madiso	n		]—										
(29) (231) Main St	Town of Madison (Maint: 56)	0.91	3400	N	96%	0%	3%	0%	1%	0%	Ν	0.088	N	0.534	3400	Ν
$\bigcirc$	To- From:	SR 231 I	Blue Ridge	Turnpike	<b>;</b>											
Bus (29) Main St	Town of Madison (Maint: 56)	0.05	4000	G	96%	0%	3%	0%	1%	0%	F	0.099	F	0.512	4000	G
<u> </u>	То		ICL Madiso			<b>-</b>										
Bus	Madison County	0.75	4000	N	96%	<b>-</b> 1 0%	3%	0%	1%	0%	N	0.099	N	0.512	4000	N
29 Main St	To:		North of M		90 /0	7	J /0	U /0	1 /0	U /0	IN	0.099	IN	0.012	4000	IN
Bus	From:		US 29													
Bus (29)	Culpeper County	0.28	16000	G	97%	0%	1%	0%	1%	0%	С	0.088	F	0.586	16000	G
	To- From:	S	CL Culpep	er		]										
Bus 29 Madison Rd	Town of Culpeper	1.27	21000	G	97%	0%	2%	0%	1%	0%	С	0.084	F	0.541	23000	G
	To:		West Stree	t		1										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu intersta	ile KOL	nes											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
Noute	Julistiction	Lengui	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QVV
Bus	From:		West Street			]										
29	Town of Culpeper	0.12	15000	G	97%	0%	1%	0%	1%	0%	F	0.079	F	0.515	16000	G
	To:		US 15 Bus			<b></b>										
Bus Bus	From:			_	000/	40/	00/	40/	40/	00/	_	0.074	_	0.50	00000	_
29 (15) (522) Main Street	Town of Culpeper	0.85	18000	G	96%	1%	2%	1%	1%	0%	С	0.071	F	0.53	20000	G
Bus Bus	To: From:	US 522	EVANS ST	REET		<u> </u>										
29 (15) Main Street	Town of Culpeper	0.20	24000	G	97%	0%	2%	0%	1%	0%	С	0.072	F	0.515	26000	G
(29) (13) 84.861					0.70	7	_,,	0,0	.,,	0,0		0.0	•	0.0.0		
Bus Bus	To- From:	E	Begin SR 229	)												
(29) (15) (229) Main Street	Town of Culpeper	0.06	24000	G	97%	0%	2%	0%	1%	0%	С	0.072	F	0.515	26000	G
	To	SR 22	29, Madison	Hwy												
Bus Bus	From:		R 229, Main S			]							_			
(29) (15) Madison Highway	Town of Culpeper	0.22	20000	G	97%	0%	1%	0%	1%	0%	С	0.078	F	0.561	22000	G
<del>*</del> *	To: From:	NOTTI	NGHAM ST	REET		<del>                                     </del>										
Bus Bus 29 15 Madison Highway	Town of Culpeper	0.91	20000	G	97%	0%	2%	0%	1%	0%	С	0.08	F	0.553	22000	G
29 15 Madison Highway	Town of Culpeper	0.91	20000	G	9170	U% _	270	076	170	076	C	0.06	F	0.555	22000	G
Bus Bus	To: From:	NC	L CULPEPE	ΞR		<u> </u>										
(29) (15)	Culpeper County	2.07	9500	Α	95%	1%	2%	1%	2%	0%	С	0.099	Α	0.634	10000	Α
29 (13)	To		5 US 29, 23-			1										
Bus Bus	From:	118 15 118 ′	29 South of F	?eminat	on											
29 (15)	Culpeper County	0.56	1700	G	97%	0%	2%	0%	1%	0%	С	0.085	F	0.552	1700	G
29 (15)	To:		uier County l	_	01 70	1	270	070	170	070	Ü	0.000	•	0.002	1100	Ū
Bus Bus	From:		eper County													
[29] [15]	Fauquier County	0.24	2300	G	97%	0%	2%	0%	1%	0%	F	0.097	F	0.5	2200	G
$\bigcirc$	To	90	CL Remingto	'n		1										
Bus Bus	From:															
(29) (15)	Town of Remington (Maint: 30)	0.13	2300	N	97%	0%	2%	0%	1%	0%	Ν	0.097	N	0.5	2200	N
<del>\$\frac{1}{2}</del>	To: From:		30-651			<del>                                     </del>										
Bus Bus	Town of Remington (Maint: 30)	0.30	3100	G	97%	0%	2%	0%	1%	0%	_	0.095	F	0.568	3000	G
(29) (15)	Town of Remington (Maint. 50)	0.30	3100	G	9170	U% _	270	076	170	076	Г	0.095	F	0.506	3000	G
Bus Bus	To: From:	NO	CL Remingto	n		<u> </u>										
(29) (15)	Fauquier County	1.48	3100	N	97%	0%	2%	0%	1%	0%	Ν	0.095	Ν	0.568	3000	Ν
	To:	US 15,US 2	29 North of F	Remingt		1										
Bus Bus Bus	From:	711	15 US 17 US	29												
29 15 17 James Madison Hwy	Fauquier County	0.55	9900	B	96%	1%	2%	1%	1%	0%	С	0.1	Α	0.601	11000	В
23 (13) (17) 533	. addator county					. /·	_,,	. 70	. , 0	270	9	···	• •	0.001		_
Bus Bus Bus	To: From:	SC	CL Warrento	n												
29 15 17 James Madison Hwy	Town of Warrenton	0.34	9900	N	96%	1%	2%	1%	1%	0%	Ν	0.1	Ν	0.601	11000	Ν
	To:		JS 17 Shirley	y Ave												
Bus Bus	From:		BUS US 15		-											
(29) (17) Shirley Ave	Town of Warrenton	0.96	13000	G	96%	1%	2%	0%	0%	0%	С	0.085	F	0.562	13000	G
<del>\ \ \ \ \</del>	To:	-	Culpeper St			<u> </u>										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

									Tru	ck			K		Dir		
F	oute	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	Bus	From:		Culpeper St			]										
{29} {	17	Town of Warrenton	0.80	14000	G	96%	1%	2%	0%	0%	0%	С	0.085	F	0.538	15000	G
Pug	Pue	To- From:	U	JS 17, US 21	1		]										
Bus 29 {	Bus 17 (211) Broadview Ave	Town of Warrenton	0.86	34000	G	96%	1%	2%	0%	1%	0%	С	0.081	F	0.592	34000	G
(29)	17) (211) Broadmon 7 110	To-	0.00	US 17		0070	٦	_,,	070	170	070	Ü	0.001	•	0.002	0.000	Ü
Bus	~~	From:	US 17	Bus; Winche	ester St												
{29}{	211 Lee Hwy	Town of Warrenton	0.55	31000	G	96%	1%	2%	0%	1%	0%	С	0.079	F	0.558	31000	G
	~	To:	US 15	Bus; Blacky													
Bus	Bus 15 Lee Hwy	Town of Warrenton	0.59	BUS US 15 35000	G	98%	」 1%	1%	0%	0%	0%	F	0.088	F	0.568	34000	G
29) {	15 Lee Hwy	Town or Warrenton				30 /0	7 70	1 /0	0 70	0 /0	0 70	'	0.000	•	0.500	34000	O
Bus	Bus	Ta: From:	N	CL Warrento	on												
	15 Lee Hwy	Fauquier County	0.27	30000	G	95%	1%	2%	1%	1%	0%	С	0.078	F	0.587	30000	G
$\bigcirc$	~	Ta	1	US 15 US 29	9												
		From:	Ţ	JS 1 Doswel	11												
30		Hanover County	0.61	5500	G	85%	1%	2%	3%	9%	0%	С	0.078	F	0.521	5600	G
		To:		I-95			1										
30		Hanover County	0.59	12000	G	83%	1%	1%	3%	12%	0%	F	0.091	F	0.802	12000	G
		To		42-688													
30		From·L Hanover County	1.00	6500	G	83%	1%	1%	3%	12%	0%	С	0.084	F	0.687	6600	G
(30)		To:		line County		0070	7	.,,	0,0	/ 0	0,0	Ū	0.00	•	0.00.	0000	
		From:	Han	over County	Line												
30		Caroline County	3.47	5700	G	83%	1%	1%	3%	12%	0%	F	0.087	F	0.739	5600	G
		Tax	US	301, SR 2 D	awn		1										
30		Caroline County	3.18	4500	G	75%	2%	3%	8%	12%	0%	С	0.084	F	0.645	4500	G
		То:	King V	Villiam Coun	nty Line												
		From:		line County			]										_
30		King William County	7.75	3200	G	66%	2%	3%	6%	23%	0%	С	0.079	F	0.626	3200	G
		To- Fram:		50-608			]										
30		King William County	4.37	4200	G	66%	2%	3%	6%	23%	0%	F	0.079	F	0.517	4200	G
		To:	US 3	60 Central G	arage		1										
30		King William County	8.39	4400	Ğ	78%	1%	3%	2%	17%	0%	С	0.077	F	0.560	4400	G
		Ta	50-/	633 Whites S	Shon		1										
30		King William County	8.34	2900	G	78%	1%	3%	2%	17%	0%	F	0.076	F	0.614	2900	G
30		7					7		,-	, -		•					-
		King William County	5.62	50-632 <b>3300</b>	G	78%	1%	3%	2%	17%	0%	F	0.073	F	0.674	3300	G
30		Tang William County				10/0	1 /0	J /0	∠ /0	17 /0	<b>U</b> /0	'	0.073	•	0.074	5500	J
		To: From:		CL West Po		7001	101	001	001	4701	001		0.6=0		0.6=:	0000	
30		Town of West Point (Maint: 50)	2.19	3300	N	78%	1%	3%	2%	17%	0%	N	0.073	N	0.674	3300	N
		To- From:		33 West Po			]										
(30)	33)	Town of West Point (Maint: 50)	0.25	15000	G	87%	1%	3%	1%	8%	0%	С	0.083	F	0.657	15000	G
$\sim$		To:	New	Kent County	y Line												

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

		Phillary ar						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	King W	illiam Coun	ty Line		1										
30 (33)	New Kent County	4.65	12000	G	87%	1%	3%	1%	8%	0%	F	0.08	F	0.623	12000	G
	To: From:	SR 33 & 2	49 Angelvie	ew Churc	ch	1										
30	New Kent County	3.43	3400	G	86%	1%	2%	3%	8%	0%	С	0.097	F	0.677	3400	G
	To:	SR 2	73 Barhams	ville		1—										
30	New Kent County	0.78	6500	G	86%	1%	2%	3%	8%	0%	F	0.088	F	0.672	6500	G
	To:		City County													
30 Old Stage Rd	James City County	2.13	Kent County 7200	/ Line <b>G</b>	86%	<b>」</b> 1%	2%	3%	8%	0%	F	0.088	F	0.625	7200	G
30) Old Stage Nd	James City County	2.10			00 /0	7	2 /0	370	070	0 70	'	0.000	'	0.025	7200	O
30 Old Stage Rd	James City County	1.71	I-64 <b>7400</b>	G	91%	1%	3%	2%	4%	0%	С	0.079	F	0.674	7400	G
Old Stage Rd	James City County				9170	1 /0 <b>-</b>	3 /0	2 /0	4 /0	0 /6	C	0.079	'	0.074	7400	G
Rochambeau Dr	To- From:		Andersons (	Corner <b>G</b>	95%	0%	1%	1%	2%	0%	С	0.093	F	0.640	4100	G
Rochambeau Dr	James City County	3.41	4100 17-607 Croal		95%	□ 0% □	170	170	270	0%	C	0.093	Г	0.648	4100	G
	From:	1-0-4, 4	US 460	KCI IKU		1										
21	Town of Wakefield (Maint: 91)	0.44	3300	G	97%	<b>_</b> 1%	1%	0%	1%	0%	С	0.097	F	0.509	3300	G
(31)	Town of Warrendia (Warris 91)				01 70	¬	1,0	0,0	170	070	Ü	0.001	•	0.000	0000	Ŭ
	Sussex County	3.22	CL Wakefie <b>3300</b>	N N	97%	1%	1%	0%	1%	0%	N	0.097	N	0.509	3300	N
31	To:		ry County L		01 70	٦ . ٪	170	070	170	070	.,	0.001		0.000	0000	.,
	From:		sex County I													
(31) Rolfe Hwy	Surry County	1.93	1700	F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.514	1800	F
<u> </u>	Ta- From:	W	/CL Dendro	n		]										
31) Rolfe Hwy	Town of Dendron (Maint: 90)	0.70	1700	N	97%	1%	1%	0%	1%	0%	Ν	0.087	Ν	0.514	1800	Ν
	To:	90	-643 James	St												
31 Rolfe Hwy	Town of Dendron (Maint: 90)	0.89	90-643 <b>1700</b>	F	97%	<b>」</b> 1%	1%	0%	1%	0%	F	0.09	F	0.516	1800	F
Rolfe Hwy	To:		ICL Dendro		31 /0	٦ ' '	1 70	0 70	1 /0	0 70	'	0.03	'	0.510	1000	'
	From:		CL Dendro													
(31) Rolfe Hwy	Surry County	7.47	1700	N	97%	1%	1%	0%	1%	0%	Ν	0.09	Ν	0.516	1800	Ν
	To		S SR 10			1—										
31 (10) Colonial Trail	Surry County	0.47	4800	F	95%	1%	3%	1%	1%	0%	С	0.086	F	0.567	4900	F
$\bigcirc$	To:		SCL Surry			<b>—</b>										
31 (10) Colonial Trail	Town of Surry (Maint: 90)	0.57	4800	N	95%	1%	3%	1%	1%	0%	Ν	0.086	Ν	0.567	4900	Ν
	Tar		N SR 10													
31 Rolfe Hwy	Town of Surry (Maint: 90)	0.41	2300	F	98%	0%	1%	0%	1%	0%	С	0.09	F	0.627	2300	F
31)	To.			-		٦				- / -	-		-			-
31 Rolfe Hwy	Surry County	4.00	NCL Surry 2300	N	98%	0%	1%	0%	1%	0%	N	0.09	N	0.627	2300	N
Rolfe Hwy	To:	Jamestown Fen				7	1 /0	0 /0	1 /0	0 /0	IN	0.09	1 1	0.021	2300	14
_	From: Jar	nestown Ferry; T	3.7													
(31)	James City County	2.10	9200	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.564	9100	G
$\smile$	To:		47-681													

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			·			Tru	ıck			K	014	Dir	4.4VA/D.T.	0)4/
Route	Jurisdiction		A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	James City County	2.30 <b>11000</b>	<b>3</b> 97%		1%	0%	1%	0%	С	0.085	F	0.534	11000	G
31)	To:	WCL Williamsburg		7	1 /0	0 70	1 /0	0 70	C	0.005	•	0.554	11000	J
	From:	James City County Li			407	201	407	22/	_					
31 Jamestown Road	City of Williamsburg	0.06 <b>22000</b> (SR 199	<b>3</b> 97%	_0% ¬	1%	0%	1%	0%	F	0.095	F	0.580	23000	G
	From:	North Carolina State L	ine	1										
(32) Carolina Rd	City of Suffolk (Maint: 61)		<b>G</b> 89%	0%	2%	1%	8%	0%	С	0.104	F	0.762	3800	G
	To- From:	61-642 Adams Swamp		]—										
(32) Carolina Rd	City of Suffolk (Maint: 61)	2.07 <b>4000</b>	<b>G</b> 89%	0%	2%	1%	8%	0%	F	0.100	F	0.742	4000	G
	To- From:	61-675 Cypress Chapel		]							_			
32 Carolina Rd	City of Suffolk (Maint: 61)		<b>G</b> 89%	1%	3%	0%	7%	0%	С	0.104	F	0.763	4400	G
32 Carolina Rd	City of Suffolk (Maint: 61)	61-759 Babbtown Ro 0.65 <b>4400</b>	3 89%	1%	3%	0%	7%	0%	F	0.091	F	0.761	4500	G
(32) Carolina Rd	City of Surfoix (Maint. 01)			1 <i>7</i> 0	370	0 /0	1 /0	0 /0	'	0.091	'	0.701	4300	G
(32) Carolina Rd	City of Suffolk (Maint: 61)	61-647 Copeland Rd	G 89%	1%	3%	0%	7%	0%	F	0.1	F	0.638	4700	G
(32)	То:	US 13 South of Suffo		1					-					
(32) (13) Carolina Rd	City of Suffolk (Maint: 61)	Whaleyville Blvd 1.64 <b>15000</b>	<b>3</b> 87%	0%	1%	1%	11%	0%	F	0.085	F	0.672	14000	G
(32) (13) Carolina Rd	City of Surfoix (Maint. 01)		07/0	□ 0 /0 □	1 /0	1 /0	11/0	0 /0	'	0.003	'	0.072	14000	G
Bus	From:	61-731 Dill Rd	- 070/	-00/	40/	40/	440/	00/	_	0.000		0.040	10000	_
(32) (13) Carolina Rd	City of Suffolk (Maint: 61)		F 87%	0%	1%	1%	11%	0%	F	0.083	F	0.649	12000	F
Bus	To- From:	Old SCL Suffolk												
(32) (13) Carolina Rd	City of Suffolk	0.54 <b>15000</b> (	<b>G</b> 87%	0%	1%	1%	11%	0%	F	0.089	F	0.678	14000	G
Bus	To- From:	Bus US 58 Constance	Rd	]										
(32) (13) Main St	City of Suffolk	0.34 14000	<b>G</b> 97%	0%	2%	0%	0%	0%	F	0.087	F	0.66	15000	G
Bus	To- From:	SR 337 Washington S	St	]—										
32) (13) (10) Main St	City of Suffolk	0.68 22000	<b>G</b> 97%	0%	2%	0%	0%	0%	С	0.084	F	0.548	24000	G
	To- From:	Bus US 58, Bus US 4	60	}—										
32 (460) (10) Main St	City of Suffolk	0.09 31000	<b>G</b> 97%	0%	2%	0%	0%	0%	F	0.084	F	0.519	34000	G
	To	Old NCL of Suffolk		<b>1</b>										
32)(460)(10)	City of Suffolk (Maint: 61)		<b>A</b> 97%	<b>-</b> 0%	2%	0%	1%	0%	С	0.099	Α	0.526	29000	Α
32 460 10	Ta-	Bus US 460; SR 10 Elepha		¬	270	070	170	070		0.000		0.020	20000	,,
32 (10) Godwin Blvd	City of Suffolk (Maint: 61)		G 91%	1%	3%	1%	4%	0%	F	0.086	F	0.511	19000	G
	Too	US 58 Suffolk Bypas		<del></del>										
(32) (10) Godwin Blvd	City of Suffolk (Maint: 61)		<b>G</b> 91%	1%	3%	1%	4%	0%	С	0.087	F	0.545	11000	G
	To- From:	SR 125 Chuckatuck		]										
32 10	City of Suffolk (Maint: 61)		<b>G</b> 91%	1%	3%	1%	4%	0%	F	0.085	F	0.56	11000	G
	To:	Isle of Wight County L	ine											

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pilitary ar	iu iiileisie	ale Mot	1100							- 14				
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	QW
	From:						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	<u>L</u>	1 4.15	NCL Suffolk	G	92%	」 1%	3%	1%	40/	0%	С	0.00	F	0.640	11000	G
32 10	Isle of Wight County	4.15	11000	G	92%	1%	3%	1%	4%	0%	C	0.09	г	0.642	11000	G
$\overline{\frown}$	To- From:		S 258 Benns			_										
(32) (258)	Isle of Wight County	2.85	23000	G	91%	1%	3%	3%	3%	0%	С	0.088	F	0.612	23000	G
	To-	US 25	58, US 17 Ba	artlett		1										
(32) (17) (258) Carrolton Blvd	Isle of Wight County	2.17	26000	Α	96%	0%	1%	2%	2%	0%	С	0.112	Α	0.670	28000	Α
	To-		F-807													
	From: L Isle of Wight County	4.64	27000	G	96%	0%	1%	2%	2%	0%	F	0.083	F	0.616	28000	G
32 [17] [258]	Isle of Wight County		Newport N		90 /0	7	1 /0	2 /0	2/0	0 /6	'	0.003	'	0.010	20000	G
	From:		Wight Count													
(32) (17) (258) Mercury Blvd	City of Newport News	0.22	27000	G	96%	0%	1%	2%	2%	0%	F	0.083	F	0.616	28000	G
32) (11) (230)	, , , , , , , , , , , , , , , , , , ,	110	· O XXX 1 . 1	D1 1		7										
Moral in Blad	City of Newport News	0.56	0 Warwick 1 40000	G Blvd	95%	1%	2%	1%	1%	0%	С	0.090	F	0.634	42000	G
32 17 258 Mercury Blvd	City of Newport News		SR 143 Jeffe			170 <b>7</b>	2%	170	170	0%	C	0.090	Г	0.634	42000	G
					<u> </u>	<u> </u>										
$\sim$	From:		Virginia Stat		0.10/		40/	40/		201	_	<del>-</del>	_			_
33	Rockingham County	11.66	2200	F	94%	1%	1%	1%	3%	0%	F	0.105	F	0.705	2300	F
-	To: From:		82-840			]——										
33	Rockingham County	2.80	3500	F	94%	1%	1%	1%	3%	0%	С	0.092	F	0.702	3600	F
	To:	82-61	3 West of H	inton		1										
33	Rockingham County	5.70	8400	F	94%	1%	1%	1%	3%	0%	F	0.086	F	0.583	8700	F
(33)	- F				0.70	٠,,٠	. , 0	.,,	0,0	0,0	·	0.000	•	0.000	0.00	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		L Harrisonb	_	050/	40/	40/	40/	00/	00/	_	0.000	_	0.505	44000	_
(33) W Market Street	City of Harrisonburg	1.11	10000	F	95%	1%	1%	1%	2%	0%	F	0.086	F	0.585	11000	F
	To- From:	Ţ	Waterman Di	r]										
33 W Market Street	City of Harrisonburg	0.61	11000	F	95%	1%	1%	1%	2%	0%	С	0.099	F	0.609	12000	F
	To:	SE	R 42 S High	St		1										
33 W Market Street	From: L City of Harrisonburg	0.16	4400	F	95%	1%	1%	1%	2%	0%	F	0.087	F	0.632	4800	F
(33) 11	To:		us US 33 Pa		0070	٦	. , 0	.,,	_,,	0,0	·	0.00.	•	0.002	.000	•
	From:		US 11													
33 11 Main St NB	City of Harrisonburg	0.02	7000	N	96%	1%	1%	1%	2%	0%	Ν	0.089	Ν		7600	N
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	11000	N	96%	1%	1%	1%	1%	0%	Ν	NA			13000	N
	To:	т.	S 11 Main S	74		1										
33 E Market Street	From: L City of Harrisonburg	0.11	6900	F	97%	0%	1%	0%	2%	0%	F	0.084	F	0.542	7500	F
(33) E Market Street	only of Hamsonburg	0.11		•	J1 /0	70	1 /0	U /0	2 /0	O /0	'	0.004	•	0.542	7 300	'
~~~	To: From:		Mason St			<u> </u>										
(33) E Market Street	City of Harrisonburg	0.87	12000	F	97%	0%	1%	0%	2%	0%	F	0.086	F	0.572	13000	F
~	To:		Vine St			1										
33 E Market Street	City of Harrisonburg	0.61	23000	F	97%	0%	1%	0%	2%	0%	С	0.09	F	0.594	25000	F
			I-81													
(33) E Market Street	From: L City of Harrisonburg	0.59	25000	F	95%	0%	1%	1%	3%	0%	F	0.083	F	0.521	28000	F
[33] E Market Street	To:T		niversity Bly		9070	7070	1 70	1 70	J 70	0 70	ı	0.003	ı	U.JZ I	20000	1
	]	U	mversity BIV	ru												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and inte	5.51010 110				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:	Universit	4		]										
(33) E Market Street	City of Harrisonburg	1.07 <b>160</b>	00 F	96%	0%	1%	1%	1%	0%	С	0.084	F	0.577	18000	F
~	To- From:	ECL Harr			}—										
(33)	Rockingham County	0.21 <b>240</b>	00 F	95%	0%	1%	1%	3%	0%	F	0.090	F	0.627	24000	F
	To: From:	82-7			]										
33	Rockingham County	2.08 <b>220</b>	00 F	95%	0%	1%	1%	3%	0%	F	0.089	F	0.622	23000	F
	To- From:	SR 2			]										
33	Rockingham County	2.73 <b>220</b>	00 F	95%	0%	1%	1%	3%	0%	С	0.094	F	0.611	23000	F
	To- From:	82-842 Mo			}—										
33	Rockingham County	2.53 <b>210</b>	00 F	95%	0%	1%	1%	3%	0%	F	0.086	F	0.687	21000	F
	To- From:	82-6			]										
33	Rockingham County	1.83 <b>190</b>	00 F	96%	1%	1%	1%	2%	0%	F	0.088	F	0.611	19000	F
	To- From:	82-6			]—										
33	Rockingham County	3.12 <b>120</b>	00 F	96%	1%	1%	1%	2%	0%	С	0.085	F	0.554	12000	F
	To- From:	US 33 Bus We			}										
33	Rockingham County	0.89 <b>790</b>	00 F	94%	1%	1%	1%	3%	0%	F	0.079	F	0.707	8100	F
	To- From:	WCL E			}—										
33	Town of Elkton (Maint: 82)	0.69 <b>790</b>	00 N	94%	1%	1%	1%	3%	0%	Ν	0.079	Ν	0.707	8100	Ν
	To- From:	ECL E	lkton		]										
33	Rockingham County	0.04 <b>790</b>	00 N	94%	1%	1%	1%	3%	0%	Ν	0.079	Ν	0.707	8100	Ν
	Tac From:	US 3	40		}										
33	Rockingham County	6.25 <b>530</b>	00 F	94%	1%	1%	1%	3%	0%	С	0.107	F	0.501	5500	F
	To:	Greene Cor													
33 Spotswood Trail	Greene County	Rockingham ( 4.38 <b>46</b> 0	_	89%	<b>2</b> %	3%	1%	5%	0%	С	0.092	F	0.531	4600	G
(33) Specimos 114	To:				- <i>^</i> `	0,0	.,,	0,0	0,0		0.002	•	0.00.		
33 Spotswood Trail	Greene County	39-638 Turke 3.00 <b>500</b>		89%	2%	3%	1%	5%	0%	F	0.091	F	0.523	5000	G
33) Spotowess Train	To:	BUS US 33 Sp			7	070	170	070	070	•	0.001	•	0.020	0000	Ü
~~~	From:	BUS U	IS 33												
(33) Standardsville Bypass	Greene County	2.09 300		95%	0%	1%	3%	1%	0%	М	NA			4000	M
	Preliminary traffic	estimate pending		nt on nev	v road	segmen	t								
	From:	BUS US 33 Spo		il											
33 Spotswood Trail	Greene County	0.50 520		97%	1%	1%	1%	1%	0%	С	0.084	F	0.562	5200	G
	- Ta:	39-6	09		1										
33 Spotswood Trail	Greene County	2.15 140		97%	1%	1%	1%	1%	0%	F	0.09	F	0.606	14000	G
	To:	39-6			1										
33 Spotswood Trail	Greene County	2.09 180		97%	1%	1%	1%	1%	0%	F	0.097	F	0.610	18000	G
	To:	US 29 Semi			<u></u>										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and intersta					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~	From:	US 29 Seminole													
33 Spotswood Trail	Greene County	2.24 6000		90%	1%	2%	3%	4%	0%	F	0.083	F	0.540	6000	G
	From:	Orange County I													
33 Spotswood Trail	Orange County	4.51 6700		90%	1%	2%	3%	4%	0%	С	0.095	F	0.542	6700	G
	To:	W SR 20													
33 20	Orange County	0.22 6500	G 8	39%	0%	2%	4%	5%	0%	F	0.092	F	0.583	6500	G
	та-	E SR 20													
33	Orange County	5.44 5200	G 8	39%	0%	2%	4%	5%	0%	С	0.094	F	0.546	5300	G
(33)	To:			1	1		.,.		-,-						
33)	From: Town of Gordonsville (Maint: 68)	WCL Gordonsv 0.01 5200		39%	0%	2%	4%	5%	0%	N	0.094	N	0.546	5300	N
(33)	Town of Gordonsville (Waint: 00)			JJ 70	U 70 I	270	470	370	0 70	11	0.054	11	0.540	3300	14
	Town of Gordonsville (Maint: 68)	SR 231 Old Blue Rid 0.15 6500		90%	1%	2%	2%	4%	0%	С	0.091	F	0.540	6500	G
33 231	Town of Gordonsville (Maint. 68)	US 15	<u> </u>	90 %	170	2 70	270	470	076	C	0.091	Г	0.540	0300	G
	From:	S SR 231													
(33) (15) Martinsburg Ave	Town of Gordonsville (Maint: 68)	1.12 8900	G 8	38%	1%	3%	1%	8%	0%	F	0.085	F	0.589	8900	G
	To: From:	SCL Gordonsv	ille												
33 (15) James Madison Hwy	Louisa County	0.45 8600	G 8	38%	1%	3%	1%	8%	0%	F	0.079	F	0.555	8600	G
	Tax	US 15 South of Gord	donsville												
33 South Spotswood Trail	Louisa County	8.28 3300		95%	0%	1%	1%	3%	0%	С	0.082	F	0.554	3300	G
	Tax	SR 22 Trevilia	nns												
33 22 Louisa Rd	Louisa County	3.84 5200		95%	0%	1%	1%	3%	0%	F	0.079	F	0.54	5200	G
33) (22)	Too	WCL Louisa													
(33) (22) West Main St	From: Town of Louisa (Maint: 54)	0.85 6300		95%	0%	1%	1%	3%	0%	F	0.082	F	0.512	6300	G
33) (22) 1. 35	Tolling Tolling			1	l I	.,,	. , 0	0,0	• 70	•	0.002	-	0.0.2	0000	
(33) (22) (208) West Main St	Town of Louisa (Maint: 54)	SR 208 Louisa 0.63 16000		97%	0%	2%	0%	1%	0%	F	0.078	F	0.503	16000	G
22 208 West Main St	To:	SR 22; SR 208 East of		<i>J1 7</i> 0	I	270	070	170	0 70		0.070	•	0.505	10000	O
	From:	SR 22; SR 208 M													
33 Jefferson Hwy	Town of Louisa (Maint: 54)	0.97 5200	G 9	97%	0%	2%	0%	1%	0%	С	0.081	F	0.586	5100	G
<u> </u>	To. From:	ECL Louisa	l												
33 Jefferson Hwy	Louisa County	5.59 2900	G 9	96%	0%	2%	0%	2%	0%	С	0.09	F	0.623	2900	G
	To-	US 522 Pendleto	n Rd												
33 522 Jefferson Hwy	Louisa County	0.66 5300		97%	0%	2%	0%	1%	0%	F	0.09	F	0.58	5300	G
,	Tax	US 522 Cross Cou													
33 Jefferson Hwy	From: Louisa County	9.29 3000		97%	0%	2%	0%	1%	0%	F	0.085	F	0.577	3000	G
,	To-														
33 Jefferson Hwy	Louisa County	2.71 4300	G 9	97%	0%	2%	0%	1%	0%	F	0.088	F	0.74	4300	G
[33] Jefferson Hwy	To:	Hanover County		J. 70	370	2 /0	0 /0	1 /0	0 /0	•	5.000	'	0.74	7500	J
	From:	Louisa County I	Line												
33 Mountain Rd	Hanover County	3.95 4500	G 9	97%	0%	1%	1%	1%	0%	F	0.099	F	0.768	4500	G
	To:	42-715													

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(33) Mountain Rd	From: Hanover County	1.94	42-715 8900	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.683	9000	G
<u> </u>	To. From:	SR 54 W	Vest Patrick H	lenry D	r	}										
33 Mountain Rd	Hanover County	4.20	6600	G	97%	0%	1%	1%	1%	0%	С	0.106	F	0.878	6700	G
33 Mountain Rd	Tool From: L Hanover County	42-67 1.72	71 Scotchtow 8200	n Rd G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.748	8300	G
<u>~</u>	To. From		70 Farringtor]										
Mountain Rd	Hanover County ™	5.50 Hen	9900 rico County I	G Line	97%	0%	1%	1%	1%	0%	F	0.099	F	0.832	10000	G
~~	From:		over County l													
33 Staples Mill Rd	Henrico County	0.38	13000	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.713	14000	G
33 Staples Mill Rd	Henrico County	0.61	I-295 15000	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.54	16000	G
<u> </u>	To- From:	SR 157; Spri	ingfield Rd; N	Mountai	n Rd	—										
33 Staples Mill Rd	Henrico County	2.18	11000	G	98%	0%	1%	0%	0%	0%	F	0.105	F		13000	G
33 Staples Mill Rd	Henrico County	43-7 1.05	7526 Hungary 16000	Rd G	98%] 0%	1%	0%	0%	0%	F	0.102	F	0.678	19000	G
	To.		Parham Rd			1										
33 Staples Mill Rd	Henrico County	1.10	33000	Α	98%	0%	1%	0%	0%	0%	С	0.11	Α	0.568	39000	Α
~	To: From:		Bremner Blvd			}—										
33 Staples Mill Rd	Henrico County	0.37	35000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.521	40000	G
~~~	To- From:	SR 356 Hillian				<u> </u>	201	101	40/	201						
33 Staples Mill Rd	Henrico County	1.01	32000	G	96%	1% T	2%	1%	1%	0%	С	NA			36000	G
33 Staples Mill Rd	From: Henrico County	1.32	I-64 <b>26000</b>	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.596	29000	G
	To- From:	W	CL Richmon	nd		}										
33 Staples Mill Rd	City of Richmond ™	0.03	<b>26000</b> S 250 Broad S	G St	98%	0% 1	1%	0%	0%	0%	F	0.093	F	0.596	29000	G
	From:		60; Staples M													
33 250 Broad St	City of Richmond	0.79	28000	Α	97%	1%	1%	1%	1%	0%	С	0.111	Α	0.565	32000	Α
33 (250) Broad St	Tol. From: L City of Richmond	0.97	Malvern Ave <b>30000</b>	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.587	33000	G
$\bigcirc$	To- Fron:		Sheppard St													
33 250 Broad St	City of Richmond	0.38	26000	G	94%	1%	2%	2%	1%	0%	С	0.081	F	0.508	29000	G
33 (250 Broad St	To From L	SR 39 0.94	99 Terminal I <b>24000</b>	Place <b>G</b>	97%	1%	1%	1%	1%	0%	F	0.081	F	0.557	27000	G
$\bigcirc$	To- From:	SR :	33 P, Harrison	n St												
33 250 Broad St	City of Richmond	0.08	25000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.548	28000	G
$\sim$	Combined Traffic Estimates for 2 Parallel Roadway			G	97%	1%	1%	1%	1%	0%	F	NA			37000	G
	To:	U	S 250 Broad S	St												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pililary an						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US	250 Broad	St		J										
(33) Hancock Rd	City of Richmond	0.23	820	G	97%	1%	1%	1%	1%	0%	F	0.101	F	0.829	870	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	4000	G	96%	1%	2%	0%	0%	0%	F	NA			4300	G
	To:		Leigh St			<u> </u>										
~~~~~	From:		US 11		2221		407	407	00/	201						
(33) (11) Main St NB	City of Harrisonburg	0.03	7000	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7600	N
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	9700 US 33	N	96%	1%	1%	1%	1%	0%	N	NA			11000	N
	Franc					1										
Bus 33	Rockingham County	1.00	US 33 7300	F	99%	J 0%	0%	0%	0%	0%	F	0.092	F	0.585	7500	F
(33)	Nocking nam County				3370	- 0 / 0	0 70	0 /0	0 /0	0 70	'	0.032	'	0.303	7 300	'
Bus	To- From:	V	WCL Elkton	1												
33 Spottswood Ave	Town of Elkton (Maint: 82)	0.37	7700	F	99%	0%	0%	0%	0%	0%	С	0.085	F	0.599	7900	F
	To- France	Spe	ottswood Te	err		1										
Bus (33) Spottswood Ave	Town of Elkton (Maint: 82)	0.27	3900	F	99%	0%	0%	0%	0%	0%	F	0.081	F	0.702	4000	F
33) Opoliswood Ave	Town of Enton (Maint. 02)			•	3370	7	070	070	070	0 70	'	0.001	'	0.702	4000	
Bus	From:		Stuart Ave													
33 340 Stuart Ave	Town of Elkton (Maint: 82)	0.08	10000	N	96%	1%	1%	1%	1%	0%	Ν	0.085	Ν	0.676	11000	Ν
\bigcirc	To:		US 33													
Bus	From:		US 33													
33 Spotswood Trail	Greene County	0.75	2800	G	92%	2%	3%	1%	3%	0%	С	0.105	F		2800	G
Bus	To- Fram	WC	L Stanardsv	ille		}										
33 Spotswood Trail	Town of Stanardsville (Maint: 39)	0.35	2800	N	92%	2%	3%	1%	3%	0%	N	0.105	Ν		2800	Ν
	та-		SR 230			1										
Bus	From:															
33 Spotswood Trail	Town of Stanardsville (Maint: 39)	0.11	4900	G	89%	2%	3%	1%	5%	0%	F	0.083	F		4900	G
Bus	To- From:	ECI	L Stanardsv	ille		}—										
33 Spotswood Trail	Greene County	1.31	4900	N	89%	2%	3%	1%	5%	0%	Ν	0.083	Ν		4900	N
	To:	U	S 33; 39-62	3												
	From:	US	33 Hancock	St												
(33) Leigh St	City of Richmond	0.27	10000	G	95%	2%	2%	1%	0%	0%	F	0.098	F	0.515	11000	G
	To-	US	1 Belvidere	e St		Т ——										
(33) Leigh St	City of Richmond	1.60	8800	G	95%	2%	2%	1%	0%	0%	С	0.108	F	0.596	9400	G
	To	Martin L	uther King J			<u> </u>										
33 Mosby St	From: L City of Richmond	0.30	11000	G	95%	2%	2%	1%	0%	0%	F	0.094	F	0.66	12000	G
33)333, 31	To:		airmont Ave		0070	7	_ / 0	. 70	-,0	- 70	•	3.30 1	•	3.00	000	-
	From:		Mosby St													
(33) Fairmont Ave	City of Richmond	0.43	9000	G	97%	1%	1%	0%	0%	0%	С	0.084	F	0.590	9600	G
	To: From:		25Th St]										
(33) Nine Mile Rd	City of Richmond	0.90	9200	G	97%	1%	2%	0%	0%	0%	С	0.087	F	0.639	9800	G
	Ta·	EC	CL Richmor	nd												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary a	na intersta	ate Rot	ites											
Davida	lunia ali attara	المستعلم	AADT	04	4T:	D		Tru	ck		00	K	OK	Dir	A A\A/D.T	014
Route	Jurisdiction	Length	AADT	ŲА	4Tire	BUS	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	ŲW
	From:	E	CL Richmor	nd		Ī										
(33) Nine Mile Rd	Henrico County	1.49	25000	G	95%	0%	1%	2%	1%	0%	С	0.083	F	0.576	26000	G
33) 141110 111110 1140	Tionnes seamy				0070	7070	170	_,,	170	070	Ū	0.000	•	0.070	20000	Ŭ
	To: From:		.aburnum Av			<u> </u>										
(33) Nine Mile Rd	Henrico County	2.10	20000	G	95%	0%	1%	2%	1%	0%	F	NA			21000	G
	To	В	eauregard Av	ve		1										
(33) Nine Mile Rd	Henrico County	1.27	12000	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.539	13000	G
(33) 1 2	,					_										
	To- From:		156; Airport			J					_		_			
(33) Nine Mile Rd	Henrico County	1.43	8600	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.568	9100	G
	Ta		SR 33 Y			1										
(33) Nine Mile Rd	Henrico County	0.15	2300	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.562	2400	G
33) 14 17	To The Total Country		0 Williamsbu		0070	٦ ٠٠٠	170	070	170	070	•	0.000	•	0.002	2100	Ŭ
	From:		MSBURG R		0											
(33) (60) (156) Williamsburg Ro	d Henrico County	1.38	13000	G	92%	1%	3%	3%	2%	0%	С	0.094	F	0.579	13000	G
(33) (00) (130) ************************************	a Training Soundy				0_70	·	0,0	0,0	_,,	0 / 0	·	0.00		0.0.0		•
	Ta- From:		I-295			_										
(33) (60) (156) Williamsburg Ro	d Henrico County	2.24	13000	Α	93%	0%	1%	2%	3%	0%	С	0.117	Α		13000	Α
	Tax	EL.	KO RD SR	156		T										
(33) (60) Williamsburg Rd	Henrico County	1.85	9200	G	93%	0%	1%	2%	3%	0%	F	0.088	F	0.629	9800	G
(33) (60) 11	To:		Kent County			7	.,,		-,-		-		-	****		_
	From:		rico County			1										
(33) (60)	New Kent County	0.91	9300	G	93%	0%	1%	2%	3%	0%	F	0.088	F	0.6	9300	G
65 65	,					-										
	From:		0 Bottoms B			J					_					_
(33)	New Kent County	0.22	12000	G	92%	1%	3%	1%	3%	0%	F	0.097	F	0.578	12000	G
\smile	To:		I-64													
	From:		SR 33, SR 24	19		J										
(33) (64)	New Kent County	5.32			٤		4 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
\smile	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:		G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.541	39000	G
	To:		SR 106													
	From:		BOTTOMS E	BRIDGE												
(33) (64)	New Kent County	3.47			5	See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
\circ	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	42000	G	95%	0%	1%	1%	3%	0%	F	0.080	F	0.532	39000	G
	Ta		SR 155			7										
	New Kent County	5.69	SIC 133			_ See _6,	4 for dire	ectional t	raffic vo	dume es	timate	s for this	sean	nent		
33 64	,		44000	_							F		_		20000	_
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:		G	95%	0%	1%	1%	3%	0%	F	0.078	F	0.544	38000	G
	From		SR 33 I-64 East Int													
	Now Kont County	2.98	8400	G	86%	」 1%	1%	1%	11%	0%	С	0.090	F	0.611	8400	G
(33)	New Kent County					170	170	1 70	1170	U%	C	0.090	г	0.011	0400	G
	From:	SR 249 & SR 249-30 A	30, Angelvi			+-										
	Now Kent County	4.65	12000			」 1%	3%	10/	8%	0%	F	0.00	F	0 ഒര	12000	G
(33) (30)	New Kent County	4.05	12000	G	87%	170	3%	1%	070	U%	Г	0.08	Г	0.623	12000	G
	To: From:	King V	Villiam Coun	nty Line		}—										
(33) (30)	Town of West Point (Maint: 50	0.25	15000	G	87%	1%	3%	1%	8%	0%	С	0.083	F	0.657	15000	G
	To:		SR 30			1										
		•				•										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle				QC	Factor	QK	Factor	AAWDT	QW
From:		SR 30]										
Town of West Point (Maint: 50)	0.48		G	90%	1%	1%	2%	7%	0%	F	0.085	F	0.649	15000	G
To:		_													
King & Ougon County				000/		10/	20/	70/	00/	C	0.000	_	0.645	15000	F
King & Queen County	3.30		Г	90%	170	1 70	270	1 70	0%	C	0.062	Г	0.043	13000	F
To- From:				2221		40/	201	- 0.	201			_		10000	
King & Queen County				90%	1% 7	1%	2%	7%	0%	F	0.079	F	0.650	13000	F
From:															
King & Queen County				90%	」 1%	1%	2%	6%	0%	С	0.087	F	0.66	12000	F
To:					7	.,.	_,,	-,-	-,-	_		-			•
From:															
King & Queen County	2.61	7100	F	90%	1%	1%	2%	7%	0%	F	0.078	F	0.612	7200	F
To:															
Clausestan Oswata				000/		40/	00/	70/	00/	_	0.000	_	0.045	0000	_
Gloucester County	2.92	6200	Г	90%	1%	1%	2%	1%	0%	г	0.096	г	0.015	6300	F
To: From:]										
Gloucester County				96%	0%	2%	0%	1%	0%	F	0.079	F	0.506	13000	F
To:															
Middlesex County			•	06%	J 0%	2%	0%	10/2	0%	E	0 081	E	0.508	13000	F
Wilddiesex County				30 /0	- 0 / 0	2 /0	0 70	1 /0	0 70	•	0.001	'	0.300	13000	•
To: From:	US 1	7 South of S	aluda												
Middlesex County	0.80	7100	F	92%	1%	3%	1%	3%	0%	С	80.0	F	0.503	7300	F
To:															
From					J							_			_
Middlesex County	1.78	9100	F	94%	1%	1%	1%	2%	0%	С	0.086	F	0.561	9300	F
To- From:	SR 2	27 Cooks C	orner		}										
Middlesex County	2.93	8800	F	94%	1%	1%	1%	2%	0%	F	0.094	F	0.523	8900	F
To:		59-619			—										
Middlesex County	2.18	8800	F	94%	1%	1%	1%	2%	0%	F	0.095	F	0.526	9000	F
Tac	CD 2	Hormony V	illaga		1										
Middlesex County				95%	1%	1%	1%	2%	0%	C	0.087	F	n 549	5200	F
Wilddiesex County				9570	1 /0 -	1 /0	1 /0	2/0	0 70	C	0.007	'	0.543	3200	•
From:				0=0/		40/	101	407	201	_		_	0 = 4.4		
Middlesex County	2.15	4200	F	97%	0%	1%	1%	1%	0%	F	0.094	F	0.511	4300	F
To- Fram		59-628			}—										
Middlesex County	4.26	5100	F	97%	0%	1%	1%	1%	0%	С	0.09	F	0.516	5200	F
Too		59-636			1—										
Middlesex County	2.00		F	97%	0%	1%	1%	1%	0%	F	0.11	F	0.548	1000	F
To				/-	7	. , •	. , •	. , •	- / 0	-		-	2.3.0		
	Town of West Point (Maint: 50) To From King & Queen County To From Sing County King & Queen County To From Sing County Middlesex County	Town of West Point (Maint: 50) 0.48	Town of West Point (Maint: 50) 0.48 15000	Town of West Point (Maint: 50)	Town of West Point (Maint: 50) 0.48 15000 G 90%	Town of West Point (Maint: 50)	Town of West Point (Maint: 50)	Section Sect	Town of West Point (Maint: 50)	Town of West Point (Maint: 50)	Durisdiction	Section Company Comp	SR 14 Shack-Effords Fork SR 14 Shack-	Length AADT QA 4Tire Bus 2Axle 31-Axle 1Trail 2Trail CR Factor Factor CR Factor CR Factor CR Factor Factor CR Factor Factor CR Factor Factor Factor CR Factor Fac	Town of West Point (Maint: 50)

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Broad St													
(33) Harrison St	City of Richmond	0.24	3200	G	96%	1%	3%	0%	0%	0%	С	0.092	F	0.534	3400	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:		G	96%	1%	2%	0%	0%	0%	F	NA			4300	G
	From:		Leigh St Harrison St			-										
(33) Leigh St	City of Richmond	0.07	8400	G	96%	1%	3%	0%	0%	0%	F	0.094	F	0.557	8900	G
	Combined Traffic Estimates for Parallel Roadways on	this Route:										NA			NA	
	To:		Hancock St													
Wye	From:		SR 33													
33	Henrico County	0.13	2700	G								0.083	F	0.615	2900	G
	To	US 60	Williamsb	urg Rd												
	From:		Iorth Main S													
(34) Hodges Street	Town of South Boston	0.54	2200	G	98%	0%	1%	0%	0%	0%	С	0.105	F	0.572	2400	G
	10:		US 360													
	From:		Carolina Sta	te Line	000/		40/	40/	440/	00/	_	0.007	F	0.554	4000	_
35	Southampton County	1.40	1700	г	86%	1%	1%	1%	11%	0%	F	0.087	F	0.551	1800	F
	To: From		SCL Boykin]										
35	Town of Boykins (Maint: 87)	1.24	1700	N	86%	1%	1%	1%	11%	0%	N	0.087	N	0.551	1800	N
	To- From:		SR 186]										
35	Town of Boykins (Maint: 87)	0.49	4500	F	86%	1%	1%	1%	11%	0%	С	0.092	F	0.555	4600	F
	To- From:		ICL Boykin]										
35	Southampton County	4.93	1700	G	81%	2%	4%	1%	12%	0%	С	NA			1700	G
	To- From:		87-693			_										
35	Southampton County	5.15	1800	F	81%	2%	4%	1%	12%	0%	F	0.113	F	0.606	1900	F
	To- From-	US 58	West of Co	urtland												
Bus	Southampton County	2.03	3700	F	91%	- 1%	1%	0%	6%	0%	F	0.095	F	0.545	3800	F
35) (58)	- Country				3170	7	1 /0	070	070	0 70	'	0.000		0.545	3000	'
Bus	From:	(CL Courtland	d												
35 [58]	Town of Courtland (Maint: 87)	0.14	3700	N	91%	1%	1%	0%	6%	0%	Ν	0.095	Ν	0.545	3800	N
	To- From:		BUS US 58	3]										
35	Town of Courtland (Maint: 87)	0.59	4900	F	77%	1%	1%	1%	20%	0%	F	0.077	F	0.516	5000	F
<u> </u>	To- From-	N	CL Courtlar	nd												
35)	Southampton County	0.10	4900	N	77%	1%	1%	1%	20%	0%	Ν	0.077	Ν	0.516	5000	Ν
	Ta	87-616	North of Co	ourtland		—										
35)	Southampton County	6.18	2100	F	77%	1%	1%	1%	20%	0%	С	0.073	F	0.510	2200	F
	To.		3 North of S	Sebrell		1										
35	From: Southampton County	3.94	1900	F	77%	1%	1%	1%	20%	0%	F	0.071	F	0.581	2000	F
<u></u>	To:		sex County													_
	From:		mpton Cour													
35	Sussex County	7.48	2000	G	76%	2%	1%	1%	20%	0%	С	0.086	F	0.526	2100	G
\sim	To:	SR	40 Homevi	ille												

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Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar				_		Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		40 Homev]										
(35)	Sussex County	5.81	1700	G	74%	2%	2%	3%	20%	0%	С	80.0	F	0.537	1700	G
	To- From:		91-626]										
35	Sussex County	4.46	1900	G	74%	2%	2%	3%	20%	0%	F	0.076	F	0.612	2000	G
	10: From:		George Coursex County			 										
35	Prince George County	4.05	2400	G	82%	1%	1%	1%	14%	0%	С	0.085	F	0.598	2400	G
	Prince George County	0.72	I-95 950	G	82%	1%	1%	1%	14%	0%	F	0.116	F	0.533	950	G
35 (301)	To:	0.72	74-605		02 /0	7	1 /0	1 /0	14 /0	0 /6	1	0.110	'	0.555	930	G
	From:	20.602	20-669 Ch	urch Rd		i										
(36) River Rd	Chesterfield County	0.87	3900	F	97%	」 1%	1%	1%	1%	0%	С	0.089	F	0.548	4300	F
(30)	Tool		-601 Little			٠	.,,		.,,	- , .						
(36) River Rd	Chesterfield County	1.13	4600	F F	97%	1%	1%	1%	1%	0%	F	0.090	F	0.548	5100	F
(30)	To-				0.70	٠,,٠	. , 0	. , ,	.,,	0,0	•	0.000	•	0.0.0	0.00	•
(36) River Rd	Chesterfield County	3.05	7000 Matoaca	a Rd F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.599	7700	F
36 River Rd	onesterned obunity				30 /0	7	170	070	070	070	'	0.003	'	0.000	7700	
36 Chesterfield Ave	Chesterfield County	20-1 0.81	121 Grange 7200	er Rd F	98%	0%	1%	0%	0%	0%	С	0.079	F	0.572	7900	F
Chesterfield Ave	Chesterned County				90 /0	7 0 /0	1 /0	0 76	0 /0	0 /6	C	0.079	'	0.372	7900	•
(36) Fleet St	City of Petersburg	0.12	CL Petersbi 11000	urg G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.504	11000	G
(36) Fleet St	To:	0.12	Grove Ave		90 /0	7	1 /0	0 76	0 /0	0 /6	C	0.094	'	0.304	11000	G
_	From:		Fleet St													
(36) Grove Ave	City of Petersburg	0.54	3800	G	95%	1%	2%	1%	1%	0%	С	0.105	F	0.617	4100	G
	To: From:	US	l Par, Mark US 1	et St												
(36) (1) Market St	City of Petersburg	0.38	4000	G	95%	」 1%	3%	1%	0%	0%	С	0.089	F	0.505	4300	G
(30)	Combined Traffic Estimates for Parallel Roadways		NA									NA			NA	
	To	US 1 Par; BUS	US 460 Pat	r Washin	oton St	1										
(36) Market St	City of Petersburg	0.11	5100	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.595	5100	G
30)	To-		ıs US 460 V									_				
Bus	From			*												_
(36) (1) (460) Wythe St	City of Petersburg	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	G
	Combined Traffic Estimates for Parallel Roadways of		NA			_						NA			NA	
ALT Bus	Ta- From:	ALT U	S 301 Sycar	more St	-	_										
(36) (1) (301) (460) Wythe St	City of Petersburg	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G
	Combined Traffic Estimates for Parallel Roadways of	on this Route:	NA									NA			NA	
D	To: From:		Bus US 460)												
Bus 460 Wythe St	City of Petersburg	0.20	16000	G	96%	1%	2%	0%	1%	0%	С	0.098	F		17000	G
36) 460 (Wythe St	Combined Traffic Estimates for 2 Parallel Roadways of			G	93%	1%	2%	2%	2%	0%	С	NA	•		35000	G
	To:		I-85, I-95		5576	7		_,,	_,,	5 / 0	-				23000	-
						•										

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus (36) Wythe St	From L City of Petersburg	0.30	I-85, I-95 10000	G	96%	】 1%	2%	0%	1%	0%	F	0.084	F		11000	G
36 460 Wythe St	, ,			G	94%	1%	2%	1%	2%	0%	, F	NA	'		25000	G
	Combined Traffic Estimates for 2 Parallel Roadways		outh Crater 1		94%	1% 7	270	170	2 %	0%	Г	NA			25000	G
	From:		Bus US 460	-	d											
(36) Wythe St	City of Petersburg	0.43	11000	G	92%	1%	2%	1%	3%	0%	С	0.081	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	22000	G	92%	1%	2%	2%	3%	0%	С	NA			24000	G
	To:	SR 36 Par, V				7	_,,	-/-	0,0	0,0	Ū					
_	From:	SR 36 Par	; Wythe St;	Amelia	St											
(36) Washington St	City of Petersburg	0.87	22000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.526	24000	G
	Ta- From:		uddledock F			}—										
(36) Washington St	City of Petersburg	0.58	16000	G	97%	0%	1%	0%	1%	0%	F	0.081	F	0.525	17000	G
	To:		George Cour													
Ooklawa Bhid	Prince Coords County	0.76	CL Petersbu 16000		97%] 0%	1%	0%	1%	0%	F	0.085	F	0.500	16000	G
(36) Oaklawn Blvd	Prince George County	0.76	16000	G	97%	0%	1%	0%	1%	0%	г	0.085	г	0.586	16000	G
	To- From	Hill Dr	; Ft Lee Ma	in Gate]										
(36) Oaklawn Blvd	Prince George County	1.45	16000	Α	97%	0%	1%	0%	1%	0%	С	0.094	Α	0.581	17000	Α
<u> </u>	To- From	W	CL Hopewo	ell		-										
(36) Oaklawn Blvd	City of Hopewell	0.52	27000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.522	29000	G
	To: From:	74-630	Jefferson P	Park Rd		}										
(36) Oaklawn Blvd	City of Hopewell	0.65	27000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.527	29000	G
	To- From:		SR 36 Par]										
(36) Oaklawn Blvd	City of Hopewell	0.43	9900	G	97%	0%	1%	0%	1%	0%	F	0.079	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	23000	G	97%	0%	1%	1%	1%	0%	F	NA			24000	G
	To:	SR 36 Par, Wo	odlawn St	Kenwoo	d Ave	1										
(36) Winston Churchill Dr	City of Hopewell	0.60	20000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.548	21000	G
30) 11 11 15 15 15 15 15 15 15 15 15 15 15	- F				0.70	7	. , 0	0,0	.,,	0,0	•	0.000	•	0.0.0		
National of Characteria Da	From	0.00	Miles Ave		070/	00/	40/	00/	40/	00/	F	0.000	_	0.50	40000	_
(36) Winston Churchill Dr	City of Hopewell	0.39	13000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.56	13000	G
	From:		156 High A													
36 (156) Winston Churchill Dr	City of Hopewell	0.25	12000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.657	13000	G
	To: From:		56; Arlingto													
Arlington Pd	City of Hopewell	0.12	Vinston Chu 2000	urchili D	97%	J 0%	1%	0%	1%	0%	F	0.088	F	0.571	2100	G
36 Arlington Rd	City of Hopewell	0.12	15th Ave	<u> </u>	9170	0% 7	1 70	076	170	076	Г	0.000	Г	0.57 1	2100	G
	From:		Arlington Ro	d												
(36) 15th Avenue	City of Hopewell	0.77	6400	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.573	6900	G
30)	- F				/-	- /·	.,0	- / 0	- / •	- / 0	-		-	2.3.0		•
45th Avenue	City of Hays		City Point R		000/	00/	40/	00/	00/	00/		0.005		0.505	2000	
36 15th Avenue	City of Hopewell	0.22	2700	G	99%	0% 7	1%	0%	0%	0%	F	0.095	F	0.505	2900	G
<u>~</u>	rom:		Broadway S 15th Ave	t		1										
(36) Broadway St	City of Hopewell	0.44	8200	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.661	8900	G
36 Broadway St	To:	0.77	6th Ave		JJ /0	7	1 /0	U /0	0 /0	O /0	'	0.030	'	0.001	0300	J
			oui Ave			<u> </u>										

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		FIIIIdi y di	nd Interstate	e Rou	iles											
Route	Jurisdiction	l enath	AADT	ΟΔ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
Noute	durisdiction		AADI	Q,A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
	From:		Broadway St													
(36) 6th Avenue	City of Hopewell	0.31	11000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.637	11000	G
	To:	SR	10 Randolf R	ld												
-	From:	SR	36; Market S	St												
(36) (1) Old St	City of Petersburg	0.13	3600	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3900	G
P P	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To:		Sycamore St]										
	From:		Old St													
(36) { 1 } Sycamore St	City of Petersburg	0.04	4200	G	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4600	G
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To	В	ollingbrook St	t												
\sim	From:		Sycamore St													
(36) (1) Bollingbrook St	City of Petersburg	0.10	3300	G	95%	1%	3%	1%	0%	0%	F	0.089	F		3500	G
	Combined Traffic Estimates for Parallel Roadway		NA			_						NA			NA	
	To:		, US 301 2nd													
ALT	From:		S 1 Par, 2nd St		0=0/		201	40/	407	00/	_		_			_
(36) (301) (1) (301) Bollington		0.08	6700	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7300	G
$\Diamond \Rightarrow \Diamond \Rightarrow$	Combined Traffic Estimates for Parallel Roadway		NA			_						NA			NA	
	To:	US 1, A	ALT US 301 3	3rd St												
Dallia shasak Ct	City of Data ash was	0.45	3rd St	_	050/	00/	40/	20/	20/	00/	_	0.000	F		2000	_
36 301 Bollingbrook St	City of Petersburg	0.15	3600	G	95%	0%	1%	2%	2%	0%	C	0.090	г		3900	G
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	6600	G	94%	1%	2%	2%	2%	0%	F	NA			7200	G
	To: From:		5th St													
(36) (301) Bollingbrook St	City of Petersburg	0.23	3300	G	95%	0%	2%	1%	1%	0%	С	0.093	F		3500	G
	Combined Traffic Estimates for 2 Parallel Roadway	vs on this Route:	6800	G	94%	1%	3%	1%	1%	0%	С	NA			7300	G
	To:		Crater Rd													
_ ~~	From:	В	ollingbrook St	t												
(36) (301) Crater Rd	City of Petersburg	0.14	3000	G	93%	0%	1%	4%	2%	0%	С	0.102	F		3200	G
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	6700	G	93%	1%	2%	3%	2%	0%	F	NA			7200	G
	To	IIS 3	301 Par, Bank	St		1										
(36) (301) Crater Rd	City of Petersburg	0.18	4600	G	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	5000	G
36 301 Crater Rd	Combined Traffic Estimates for Parallel Roadway		NA	Ŭ	0070	170	270	170	170	070	•	NA	•	0.004	NA	Ü
	Combined Trainic Estimates for Faraner Roadway					_						INA			INA	
	To:		US US 460 C			J							_			
(36) Washington St	City of Petersburg	0.18	10000	G	97%	0%	1%	0%	1%	0%	F	0.092	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	21000	G	94%	1%	2%	1%	2%	0%	F	NA			23000	G
	Ta		Burch St			1										
(36) Washington St	City of Petersburg	0.25	12000	G	92%	1%	2%	2%	3%	0%	С	0.094	F		12000	G
40	Combined Traffic Estimates for 2 Parallel Roadway			G	92%	1%	2%	2%	3%	0%	С	NA	-		24000	G
	To:		Vythe St; Ame	_	UL /U	7	2/0	2 /0	0 /0	J /0	5	14/7			2-7000	J
	Fram					. 										
Moodlawa St	City of Hanavall	0.61	6 Oaklawn Bl 13000	G	97%	J 0%	10/	10/	10/	00/	С	0.079	F		14000	C
36 Woodlawn St	City of Hopewell						1%	1%	1%	0%			Г			G
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:		G	97%	0%	1%	1%	1%	0%	F	NA			24000	G
	To		Surry Ave													

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

		Primary an	d Interste	210 1100				Tr	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010			2Troil	QC		QK		AAWDT	QW
	From:		Surry Ave			1	ZAXIE	3+Axle	TTTall	ZTrall		Factor		Factor		
(36) Woodlawn St	City of Hopewell	0.35	9600	G	97%	J 0%	1%	0%	1%	0%	С	0.091	F		10000	G
(36) Woodlawn St	Combined Traffic Estimates for 2 Parallel Roadways		19000	G	97%	0%	1%	0%	1%	0%	F	NA	'		21000	G
	To:	SR 36 Oaklay				1	1 70	076	170	076	Г	IVA			21000	G
	From:				110											
(a)	Frederick County	2.91	uth of Wind	G	92%	J 0%	2%	1%	4%	0%	F	0.089	F	0.544	18000	G
37	- Tredefick County	2.91	10000		3Z /0	0 /0	2 /0	1 /0	7/0	0 70	•	0.003	'	0.544	10000	O
	To- From:		Cedar Creel			J			-							
37)	Frederick County	2.32	25000	Α	92%	0%	2%	1%	4%	0%	С	0.101	Α	0.545	28000	Α
	To- From:	US 50 V	Vest of Win	chester		}—										
37	Frederick County	1.67	25000	G	92%	0%	2%	1%	4%	0%	С	0.084	F	0.546	28000	G
	To:	110 522	NW of Win	ahaatar												
27	From: L	2.16	21000	G	92%	0%	2%	1%	4%	0%	F	0.08	F	0.583	23000	G
37	To:		orth of Wir		JZ /0	7	270	1 70	770	0 70	•	0.00	•	0.505	23000	O
	From					1										
	Amelia County	1.10	JS 360 Bus 3500	F	91%	」 2%	1%	3%	3%	0%	F	0.108	F	0.693	3500	F
38	Arriella Courity	1.10	04-1013		91%	∠% 7	170	3%	3%	0%	Г	0.106	Г	0.093	3500	Г
	From:		04-1013													
38	Amelia County	5.80	1200	F	91%	2%	1%	3%	3%	0%	С	0.122	F	0.727	1300	F
30)	To:	SR 1	53 Scotts F	Fork		1										
	From:	West V	irginia Stat	e Line												
20	Bath County	4.59	280	F	94%	1%	2%	1%	3%	0%	F	0.106	F	0.576	290	F
39				-	0.70	, , ,	_,,	. , ,	0,0	0,0	•	00	•	0.0.0		•
	From:		W 08-600		0.40/	40/	00/	40/	00/	00/		0.000	_	0.540	400	
39	Bath County	9.94	410	F	94%	1%	2%	1%	3%	0%	F	0.089	F	0.512	420	F
	To- From:	08-687 W	est of Warn	n Spring	3	}										
39	Bath County	2.97	1200	F	94%	1%	2%	1%	3%	0%	С	0.113	F	0.517	1200	F
	To:	US 22	0 Warm Sp	orings		—										
(39) (220)	Bath County	0.19	2200	F	91%	1%	2%	2%	5%	0%	F	0.086	F	0.585	2300	F
00 (220)	To:	US 220 No	orth of Wan	m Spring		1										
	From:	US 220 1	N of Warm	Springs												
39	Bath County	4.38	1400	F	92%	1%	4%	1%	2%	0%	F	0.089	F	0.557	1400	F
	To: From:		08-630			—										
39	Bath County	8.67	1600	F	92%	1%	4%	1%	2%	0%	F	0.081	F	0.544	1600	F
						7						-				
	Poth County	5.73	Millboro S ₁	prings F	92%	1%	4%	1%	2%	0%	F	0.088	F	0.563	1600	F
(39) (42)	Bath County		ridge Count		92%	1% 7	4%	1 %	∠%	U%	г	0.088	Г	0.303	1000	Г
	From:		h County Li	2		1										
(39) (42)	Town of Goshen (Maint: 81)	2.47	2000	G	92%	1%	4%	1%	2%	0%	С	0.087	F	0.581	2000	G
42						٦				- / -	-		-		•	-
	Town of October (M.) Color		R 42 Gosher		040/	40/	00/	40/	201	007		0.400		0.550	0000	
39	Town of Goshen (Maint: 81)	1.34	2100	G	91%	1% 7	2%	4%	2%	0%	С	0.108	F	0.559	2200	G
	10:	81-780	South of G	oshen		1										

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	Town of Goshen (Maint: 81)	81-780 South 0.07 190		91%	 1%	2%	4%	2%	0%	F	0.124	F	0.657	1900	G
(39)	Town of Gostien (Maint. 61)			9170	170	2 70	470	2 70	070	F	0.124	Г	0.007	1900	G
39	Rockbridge County	SCL Go 8.62 190		91%	1%	2%	4%	2%	0%	N	0.124	N	0.657	1900	N
00)		E 81-6			<u> </u>										
39	Rockbridge County	2.34 110		93%	1%	2%	3%	1%	0%	С	0.091	F	0.509	1100	G
	Tro- From:	SR 25]—										
39	Rockbridge County	7.55 140		93%	1%	2%	3%	1%	0%	F	0.090	F	0.603	1400	G
	10:	US 11 North o		l .	<u> </u>										
ALT (39)	Town of Goshen (Maint: 81)	SR 42 G 0.35 150		91%	」 1%	3%	3%	2%	0%	С	0.122	F	0.543	1600	G
(39)	To:	SR 3		0.70	<u> </u>				0,0			·	0.0.0		
	From:	SR 8 Woo													
40	Patrick County	3.06 460	G	85%	3%	8%	2%	2%	0%	F	0.085	F	0.506	460	G
	Patrick County	70-70 3.17 320		85%] 3%	8%	2%	2%	0%	F	0.120	F	0.532	330	G
40	Fatrick County			00%	- 370 - 1	070	2 70	270	070	F	0.120	Г	0.552	330	G
40	Patrick County	3.62 190		85%	3%	8%	2%	2%	0%	С	0.107	F	0.619	200	G
40)	To:	Franklin Cou	ınty Line		1										
	Franklin County	Patrick Cou 2.83 290	_	96%	」 1%	1%	1%	1%	0%	F	0.117	F	0.543	300	G
40	Talikili County			90 /0	7	1 /0	1 /0	1 /0	0 70	•	0.117	'	0.545	300	O
40	Franklin County	0.75 360		96%	1%	1%	1%	1%	0%	F	0.103	F	0.585	370	G
	_ To:	33-622 Near			1										
40	Franklin County	4.76 760		96%	1%	1%	1%	1%	0%	F	0.086	F	0.555	770	G
	Tro- From:	33-60]—										
40	Franklin County	4.06 180	0 G	96%	1%	1%	1%	1%	0%	С	0.077	F	0.612	1800	G
	To- From:	33-602 Near			<u> </u>							_			
40	Franklin County	8.79 460		96%	1% —	1%	1%	1%	0%	F	0.093	F	0.633	4700	G
(40) Franklin Street	Town of Rocky Mount	0.80 990		97%	0%	1%	0%	1%	0%	С	0.089	F	0.592	10000	G
Franklin Street	Town of Nocky Would			91 /0	7	1 /0	0 70	1 70	0 70	C	0.003	'	0.552	10000	O
(40) Franklin Street	Town of Rocky Mount	Floyd A 0.36 820		97%	0%	1%	0%	1%	0%	F	0.087	F	0.634	8300	G
	To-	Diamono			1										
(40) Franklin Street	Town of Rocky Mount	0.18 1000		97%	0%	1%	0%	1%	0%	F	0.088	F	0.616	11000	G
\smile	To: From:	North Mair Norht Ma			-										
Bus (220)	Town of Rocky Mount	0.03 1300		98%	0%	1%	0%	1%	0%	F	0.088	N	0.528	13000	G
	To:	South Ma	nin St												

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
40 Pell Ave	Town of Rocky Mount	South Main 0.75 620		97%	0%	1%	0%	1%	0%	С	0.089	F	0.514	6300	G
(40) Pell Ave	Town of Rocky Mount	0.30 1600		97%	0%	1%	0%	1%	0%	F	0.084	F	0.581	16000	G
40	Franklin County	ECL Rocky 0.17 1800		97%	0%	1%	0%	1%	0%	F	0.084	N	0.581	18000	G
40	Franklin County	US 22 0.85 1900		91%	1%	2%	2%	5%	0%	F	0.086	F	0.511	19000	G
40	Franklin County	SR 122 Ba		91%	1%	2%	2%	5%	0%	F	0.085	F	0.618	9300	G
	Franklin County	33-65 3.88 550		91%	1%	2%	2%	5%	0%	С	0.086	F	0.605	5600	G
40 40	Franklin County	33-71 4.48 480		91%	1%	2%	2%	5%	0%	F	0.085	F	0.527	4900	G
40	Franklin County	33-94 4.01 340		85%	1%	2%	1%	10%	0%	F	0.091	F	0.537	3400	G
40	Franklin County	33-890 Near 0.63 220		85%	1%	2%	1%	10%	0%	С	0.093	F	0.572	2200	G
	To:	Pittsylvania C Franklin Cou	nty Line	000/	10/		40/				0.007		2 225	2000	
40	Pittsylvania County	8.52 260	9	90%	1%]	3%	1%	6%	0%	F	0.087	F 	0.665	2600	F
40	Pittsylvania County	5.01 270 US 2)	90%	1%	3%	1%	6%	0%	С	0.081	F	0.56	2700	F
40	Pittsylvania County	0.14 470 WCL G		90%	1%]	3%	1%	6%	0%	F	NA			4600	G
40	Town of Gretna (Maint: 71)	0.98 470 US 29 F		90%	1%	3%	1%	6%	0%	N	NA			4600	N
40	Town of Gretna (Maint: 71)	0.43 360 ECL Gr) F	90%	1%	3%	1%	6%	0%	F	0.085	F	0.522	3700	F
40	Pittsylvania County	1.44 360) N	90%	1% 	3%	1%	6%	0%	N	0.085	N	0.522	3700	N
	Pittsylvania County	8.11 140) F	90%	1% 	3%	1%	6%	0%	F	0.082	F	0.526	1400	F
40	Pittsylvania County	5.14 980 Halifax Cou	F	88%	0%	2%	2%	8%	0%	С	0.081	F	0.512	1000	F
40	Halifax County	Pittsylvania C 4.16 100 41-63) G	88%	0%	2%	2%	8%	0%	F	0.089	F	0.562	1000	G

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

		Phinary and	interstate i	toutcs			Tri	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	A 4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		41-638												-
40)	Halifax County		1300		0%	3%	1%	6%	0%	С	0.087	F	0.521	1400	G
	From:		North of Halifa 501 Halifax	IX	+										
(40) (501)	Halifax County		5700 G	90%	0%	2%	1%	7%	0%	С	0.082	F	0.536	5800	G
	To:		ell County Line	9											
(40) (FOA)	Campbell County		County Line	90%	0%	2%	1%	7%	0%	F	0.079	F	0.528	6000	G
40 (501)	To To		Brookneal	0070	¬ ~~	270	170	1 /0	070	•	0.070		0.020	0000	Ü
(40)(501)	Town of Brookneal (Maint: 15)		6000 N	90%	0%	2%	1%	7%	0%	N	0.079	N	0.528	6000	N
(40) (301)	Ta-		US 501	- 0070	¬	_,,	.,,	. , ,	0,70		0.0.0		0.020		
40	Town of Brookneal (Maint: 15)		2900 G	83%	0%	1%	1%	15%	0%	F	0.080	F	0.623	2900	G
40)	To		Brookneal												
40	Campbell County		2900 N	83%	0%	1%	1%	15%	0%	N	0.080	N	0.623	2900	Ν
	To		15-605												
40	Campbell County		2100 G	83%	0%	1%	1%	15%	0%	F	0.106	F	0.545	2100	G
40)	To		te County Line		٦	.,,	. , ,	.070	0,0	•	000	-	0.0.0		
	From:		ell County Line												
40	Charlotte County	6.74	1300 F	83%	0%	1%	1%	15%	0%	С	0.082	F	0.635	1400	F
	To- From:		CL Phenix												
40	Town of Phenix (Maint: 19)	0.97	1300 N	I 83%	0%	1%	1%	15%	0%	Ν	0.082	N	0.635	1400	N
	To- From:		19-727		_										
40	Town of Phenix (Maint: 19)	0.62	2000 F	83%	0%	1%	1%	15%	0%	F	0.084	F	0.555	2000	F
	To- From:		L Phenix												
40	Charlotte County	0.78	2000 N	l 83%	0%	1%	1%	15%	0%	Ν	0.084	Ν	0.555	2000	Ν
	Ta- From:	19-746 1	East of Phenix												
40 40	Charlotte County	4.38	2100 F	83%	0%	1%	1%	15%	0%	F	0.084	F	0.533	2100	F
<u> </u>	To- From:	WCL C	Charlotte C.H.												
(40)	Town of Charlotte C.H. (Maint: 19)	0.98	2100 N	83%	0%	1%	1%	15%	0%	Ν	0.084	Ν	0.533	2100	Ν
	To. From:	W	V SR 47		_										
40 47	Town of Charlotte C.H. (Maint: 19)	0.10	4700 F	83%	0%	1%	1%	15%	0%	F	0.088	F	0.519	4800	F
	To	E	E SR 47		—										
40	Town of Charlotte C.H. (Maint: 19)		2200 F	83%	0%	1%	1%	15%	0%	F	0.09	F	0.548	2200	F
	To-	ECL C	Charlotte C.H.		—										
40	Charlotte County		2200 N	83%	0%	1%	1%	15%	0%	Ν	0.09	Ν	0.548	2200	Ν
	To-	WCI	L Keysville												
40	Town of Keysville (Maint: 19)		2200 N	83%	0%	1%	1%	15%	0%	Ν	0.09	Ν	0.548	2200	Ν
	To		US 15 Bus												
Bus Bus	From:			040/		40/	40/	C0/	00/	_	0.007	_	0.540	F000	_
40 [15] [360]	Town of Keysville (Maint: 19)		5700 F IS 15 BUS	91%	1%	1%	1%	6%	0%	F	0.087	F	0.519	5800	F
	10.	EU	2 13 BUS												

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

-		Primary and	THO CLAIC TO				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2 A vlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	EII	S 15 Bus		1	ZAXIC	3 TAXIE	TTTAII	ZIIali		i actor		i actor		
40	Town of Keysville (Maint: 19)		3400 F	90%	┛ 0%	4%	1%	5%	0%	F	0.086	F	0.516	3400	F
40)	Town of Reysville (Maint. 19)			30 /0	- 070	7/0	1 /0	370	0 70	•	0.000	•	0.510	3400	'
	To: From:		Keysville	/											
40	Charlotte County		3400 N	90%	0%	4%	1%	5%	0%	N	0.086	N	0.516	3400	N
	To:		rg County Line												
	Lunophura County		County Line	90%	」 0%	4%	1%	5%	0%	С	0.073	F	0.612	990	G
40	Lunenburg County	12.70	880 G	90%		470	1 70	5%	0%	C	0.073	Г	0.612	880	G
	To- From:		SR 49												
(40) (49)	Lunenburg County	0.14	2400 G	92%	0%	3%	1%	4%	0%	F	0.076	F	0.507	2400	G
\bigcirc	To:	5	55-675		Ъ—										
(40) (49)	Lunenburg County		3000 G	92%	0%	3%	1%	4%	0%	С	0.075	F	0.594	2900	G
40 40	T-1				7										
	From: Town of Victoria (Maint: 55)		L Victoria	020/	00/	20/	10/	40/	00/	NI	0.075	NI	0.504	2000	NI.
40 49	Town of Victoria (Maint: 55)	1.08	3000 N	92%	0%	3%	1%	4%	0%	N	0.075	N	0.594	2900	N
	To: From:	SR 49 Lunen	burg Court Hous												
40	Town of Victoria (Maint: 55)	0.81 6	6100 G	93%	0%	3%	1%	3%	0%	F	0.085	F	0.516	6000	G
	Tax	5.5	5-1009		1—										
40)	Town of Victoria (Maint: 55)		5300 G	93%	0%	3%	1%	3%	0%	С	0.084	F	0.54	5200	G
40)	, , , , , , , , , , , , , , , , , , ,				7										
40 40 40 40 40 40	From:		Victoria N	93%	0%	3%	1%	3%	0%	N	0.084	N	0.54	5200	N
40)	Lunenburg County	3.74	5300 N	93%	U%	3%	170	3%	0%	IN	0.064	IN	0.54	5200	IN
	To: From:	WCL	Kenbridge		}—										
(40)	Town of Kenbridge (Maint: 55)	1.33	5300 N	93%	0%	3%	1%	3%	0%	Ν	0.084	Ν	0.54	5200	Ν
	To:	5	55-697		T										
40	Town of Kenbridge (Maint: 55)		6200 G	93%	0%	3%	1%	3%	0%	F	0.088	F	0.517	6100	G
40					7										
	From:		37, SR 138	93%	00/	20/	40/	20/	0%		0.000	F	0.544	2500	
(40)	Town of Kenbridge (Maint: 55)	0.66	3600 G	93%	0%	3%	1%	3%	0%	F	0.088	Г	0.544	3500	G
	To: From:	ECL :	Kenbridge		}										
(40)	Lunenburg County	4.00	3600 N	93%	0%	3%	1%	3%	0%	Ν	0.088	Ν	0.544	3500	Ν
	To:		y County Line												
	From:		rg County Line		」	407	00/		201	_		_			_
40	Nottoway County	4.80	3600 G	95%	1%	1%	0%	3%	0%	С	0.099	F	0.664	3600	G
	To: From:	SCL I	Blackstone]										
(40) South Main Street	Town of Blackstone	0.18	4000 G	95%	1%	1%	0%	3%	0%	F	0.098	F	0.64	4000	G
	To	•	SR 46												
An South Main Street	Town of Blackstone		1000 G	97%	0%	1%	0%	2%	0%	С	0.094	F	0.551	11000	G
South Main Street	- Didonotorio			01 /0	7	170	0 /0	270	0 /0	J	0.004	•	0.001	11000	J
	Ta- From:		enth St	·				os :							
(40) South Main Street	Town of Blackstone	0.21 1	1000 G	97%	0%	1%	0%	2%	0%	F	0.095	F	0.582	11000	G
	To:	West I	Entrance Rd		}—										
(40) South Main Street	Town of Blackstone		0000 G	96%	1%	1%	0%	3%	0%	С	0.092	F	0.545	10000	G
	To:		Elm St		1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	1				4.77			Tru	ıck			K	014	Dir	4 414/DT	0144
Route	Jurisdiction	Length			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus (40) (460) North Main St	Town of Blackstone	Bus U 0.59	JS 460; SR 5	592 G	96%	】 1%	1%	0%	3%	0%	С	0.087	F	0.542	7600	G
North Main St	TOWIT OF BIACKSTOTIE				90 /0	1 /0 7	1 /0	0 /0	3/0	0 /0	C	0.007	'	0.542	7000	G
(40) Dinwiddie Street	Town of Blackstone	0.53	orth Main St 1900	G	94%	0%	1%	1%	3%	0%	С	0.111	F	0.535	1900	G
40) Biriwiddic Offect	Town of Blackstone		L Blackston		0470	7	170	170	070	070		0.111		0.000	1000	
40	Nottoway County	5.76	1500	G G	94%	0%	1%	1%	3%	0%	F	0.087	F	0.540	1500	G
40)	To:		ddie County			1										
	Pipuiddio County	4.90	way County 1 1200	Line G	86%	】 1%	2%	1%	10%	0%	F	0.087	F	0.535	1200	C
40)	Dinwiddie County	4.90		G	00%	170	2 70	170	10%	0%	Г	0.067	Г	0.535	1200	G
	Dinwiddie County	6.15	26-644 1100	Α	86%	1%	2%	1%	10%	0%	С	0.107	Α	0.623	1100	A
40	Diriwidale County	0.13			00 /6	1 /0 7	2/0	1 /0	10 /6	0 /0	C	0.107	^	0.023	1100	٨
40	Dinwiddie County	2.46	26-610 1800	G	86%	1%	2%	1%	10%	0%	F	0.084	F	0.561	1800	G
40	In Widale County					7	270	170	10 /0	070	•	0.004	•	0.001	1000	J
40	Town of McKenney (Maint: 26)	0.34	1800	N N	86%	1%	2%	1%	10%	0%	N	0.084	N	0.561	1800	N
40	To-		26-1002			<u>. </u>		.,,	.070	0,70		0.00		0.00.	.000	
40	Town of McKenney (Maint: 26)	1.00	3000	G	86%	1%	2%	1%	10%	0%	F	0.084	F	0.560	3000	G
40	To	EC	L McKenne													
40	Dinwiddie County	0.14	3000	N N	86%	1%	2%	1%	10%	0%	N	0.084	Ν	0.560	3000	N
	Too	I-85 E	ast of McKe	nnev		1										
40	Dinwiddie County	0.56	1800	G	86%	1%	1%	2%	10%	0%	F	0.079	F	0.505	1800	G
	Too		26-692			—										
40	Dinwiddie County	5.15	990	Α	86%	1%	1%	2%	10%	0%	С	0.112	Α	0.541	1000	Α
	To		26-609			1										
40	Dinwiddie County	2.04	1300	G	86%	1%	1%	2%	10%	0%	F	0.09	F	0.543	1300	G
	To- From:		26-619			}—										
40	Dinwiddie County	5.19	1400	G	86%	1%	1%	2%	10%	0%	F	0.091	F	0.549	1500	G
	To: From:		ex County Landie County													
40	Sussex County	4.37	2500	G	89%	」 1%	1%	2%	7%	0%	С	0.083	F	0.604	2500	G
•••	To		ıs W of Ston		-	—										
40	Sussex County	1.04	2300	G	89%	2%	1%	2%	6%	0%	F	0.079	F	0.63	2300	G
	To	US 3	01 Stony Cre	eek		—										
40	Sussex County	0.08	3400	G	89%	2%	1%	2%	6%	0%	С	0.092	F	0.502	3400	G
	To	I-95 N	Jear Stony C	reek		1										
40	Sussex County	6.72	2300	G	84%	2%	1%	1%	12%	0%	С	0.086	F	0.626	2300	G
	To:		91-735			1—										
40	Sussex County	6.53	1600	G	78%	3%	1%	2%	17%	0%	С	0.085	F	0.568	1600	G
	To:	SR	35 Homevill	le												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		riiiiaiy an	id Interstate F	iouies							1.1		D:		
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		35 Homeville	=00/		407	201	4-0/	00/	_		_		0.400	_
(40)	Sussex County	5.99	2100 G	78%	3%	1%	2%	17%	0%	F	0.083	F	0.559	2100	G
	To: From:	W	CL Waverly												
40	Town of Waverly (Maint: 91)	0.76	2100 N	78%	3%	1%	2%	17%	0%	Ν	0.083	Ν	0.559	2100	Ν
<u> </u>	To:	91-6	51 At Waverly		Τ										
40	Town of Waverly (Maint: 91)	1.15	4700 G	88%	1%	1%	2%	8%	0%	С	0.077	F	0.527	4700	G
	To:		US 460												
	Town of Waverly (Maint: 91)	1.25	3000 G	92%	1%	1%	1%	5%	0%	С	0.095	F	0.533	3000	G
40				32 /0	170	170	170	370	0 70	O	0.000	'	0.000	3000	J
	To: From:		CL Waverly												
40	Sussex County	1.86	3000 N	92%	1%	1%	1%	5%	0%	N	0.095	Ν	0.533	3000	N
	From:		ry County Line ex County Line		-										
(40) Martin Luther King Hwy	Surry County	5.97	1200 F	88%	2%	2%	2%	7%	0%	С	0.084	F	0.566	1300	F
Martin Luther King Hwy	Curry County	3.31		0070		270	270	1 /0	0 70	O	0.004	'	0.500	1000	•
	To: From:		90-611							_		_			
(40) Martin Luther King Hwy	Surry County	3.04	1000 F	88%	2%	2%	2%	7%	0%	F	0.081	F	0.576	1000	F
	10.	SR 10	0 Spring Grove												
Bus	From:		SR 40									_			
40	Sussex County	0.37	290 G	97%	1%	1%	0%	1%	0%	С	0.110	F	0.636	290	G
	To- From:	WC	L Stony Creek												
Bus	Town of Stony Creek (Maint: 91)	0.74	290 N	97%	1%	1%	0%	1%	0%	N	0.110	N	0.636	290	N
40	Town of Story Greek (Maint. 91)			31 /0	1 70	1 /0	0 70	1 /0	0 70	IN	0.110	IN	0.030	230	IN
Bus	To: From:	US 30	01 Stony Creek												
(40) (301)	Town of Stony Creek (Maint: 91)	0.22	2600 N	89%	2%	2%	3%	5%	0%	Ν	0.08	Ν	0.590	2600	Ν
	To:	SCI	L Stony Creek												
Bus	From:		•		_										
(40 <i>)</i> { 301 }	Sussex County	0.02	2600 G	89%	2%	2%	3%	5%	0%	С	80.0	F	0.590	2600	G
<u> </u>	To		SR 40												
	From:		ney Forest Rd												
(41) Franklin Turnpike	City of Danville	0.70	14000 F	98%	0%	1%	1%	0%	0%	С	0.092	F	0.626	16000	F
	To:	W	CL Danville												
41)	Pittsylvania County	0.02	14000 F	97%	0%	2%	1%	1%	0%	F	0.094	F	0.593	16000	F
	To	7	1-743 Lima												
	Pittsylvania County		12000 G	97%	0%	2%	1%	1%	0%	С	NA			13000	G
41)	- Ittoyivania county			31 70		270	170	1 /0	0 70	O	INA			13000	J
	Ta: From:		535 Jeanette Dr	0=0/		60/	40/	407	201						
41	Pittsylvania County	0.20	4900 N	97%	0%	2%	1%	1%	0%	N	0.089	N	0.676	5300	N
	To- From:	71-74	4 Ridgecrest Dr												
41)	Pittsylvania County	3.26	4900 F	97%	0%	2%	1%	1%	0%	F	0.089	F	0.676	5300	F
	To:	71_83	35 Pleasant Gap												
41)	Pittsylvania County	3.05	3800 F	97%	0%	2%	1%	1%	0%	F	0.091	F	0.654	3900	F
41)	To:	3.00	71-718	31 70	7	_/0	. 70	. 70	2,0	•	3.30 1	•	3.30 1	2000	•
			/ • 0												

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

		Fillially al						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		71-718													
41)	Pittsylvania County	3.19	2700	F	97%	0%	1%	1%	1%	0%	F	0.089	F	0.603	2800	F
	Ta		71-750			1—										
41)	Pittsylvania County	2.16	2200	F	97%	0%	1%	1%	1%	0%	С	0.094	F	0.592	2200	F
\bigcup	Too		71-844			1										
41)	Pittsylvania County	6.09	1400	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.62	1400	F
	То:	S	R 57 Callan	ıds												
	From:	SF	R 91 Broadf	ord												
42	Smyth County	2.91	770	G	95%	1%	1%	2%	1%	0%	F	0.158	F	0.516	780	G
$\overline{}$	To. From:		86-630			—										
(42) Bluegrass Trail	Smyth County	6.68	370	G	95%	1%	1%	2%	1%	0%	С	0.098	F	0.55	380	G
	To-	SR 16	West Inter	section		—										
(42) (16)	Smyth County	0.32	570	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.658	570	G
42) (10)	Tac		East Inters													
(42) Old Wilderness Rd	From: Smyth County	8.29	230	G	92%	2%	1%	1%	4%	0%	F	0.12	F	0.639	240	G
Old Wilderness Rd	To-		nd County		0270	٦	1,70	170	170	070	•	0.12	•	0.000	2.0	Ŭ
	From:	Smy	yth County	Line												
42	Bland County	9.58	170	F	92%	2%	1%	1%	4%	0%	С	0.121	F	0.565	170	F
	To- From:	10-62	22 West of	Ceres]										
42	Bland County	5.39	440	F	92%	2%	1%	1%	4%	0%	F	0.093	F	0.762	450	F
	To- From:	US 52 Wes	st of Bland (Court Ho	use	Ъ—										
42 (52)	Bland County	3.97	2000	F	96%	1%	1%	1%	1%	0%	F	0.086	F	0.76	2000	F
	Tac	I-77 West	of Bland C	ourt Hou	se	1—										
42 52	Bland County	0.91	4000	F	95%	1%	2%	0%	1%	0%	F	0.088	F	0.54	4100	F
	To-	LIS 52	Bland Cour	t House		—										
42 42 42	Bland County	10.25	1800	F	96%	1%	1%	1%	1%	0%	С	0.1	F	0.527	1900	F
42	To		88 Mechanio	achura												
(42)	From: Bland County	3.08	760	F	96%	1%	1%	1%	1%	0%	F	0.111	F	0.815	780	F
(42)	Biana county					٦	1,70	170	170	070	•	0.111	•	0.010	700	•
	Bland County	2.30	10-606 1200	F	96%	1%	1%	1%	1%	0%	F	0.117	F	0.825	1200	F
(42)	To:		es County I		90 /6	7	1 /0	1 /0	1 /0	0 /6	'	0.117	'	0.023	1200	•
	From:		nd County													
42	Giles County	7.95	1100	G	89%	0%	4%	1%	5%	0%	С	0.107	F	0.576	1100	G
	To	SR	100 Poplar	Hill		1—										
(42) (100)	Giles County	2.13	3900	G	89%	1%	4%	2%	5%	0%	С	0.098	F	0.672	3900	G
	To:		50 Cedar Cr													
	From:		35-730 N				4			461			_			
42 460	Giles County	2.35	11000	G	89%	0%	1%	1%	7%	1%	F	0.088	F	0.674	11000	G
~	10:		35-700			1										

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

		Primary a	na intersta	ate Kol	ites											
Route	Jurisdiction	Lanath	AADT	QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	OW
Roule	Junsuicuon	Lengin		QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
(12) (152)	Giles County	1.66	35-700 10000	G	89%	」 ○%	1%	1%	7%	1%	F	0.089	F	0.678	11000	G
42 (460)	Ta		S 460 Newp		0070	7	170	170	170	170	•	0.000		0.070	11000	0
42	From: Giles County	0.99	2000	G G	94%	1%	4%	0%	1%	0%	F	0.111	F	0.707	2100	G
	To-		North of N			<u>. </u>	.,,	0,0	.,,	• 70		••••		00.		
42	From: L Giles County	3.11	1300	G	94%	1%	4%	0%	1%	0%	F	0.106	F	0.692	1300	G
42)	To:	Cra	aig County L	ine												
	From:		es County L													
42	Craig County	3.67	1100	G	94%	1%	4%	0%	1%	0%	F	0.115	F	0.665	1100	G
	To- From:		22-629]							_			
42 42	Craig County	7.93	490	G	94%	1%	4%	0%	1%	0%	С	0.113	F	0.529	490	G
	To: From:		22-626]										
42)	Craig County	8.99	510	G	94%	1%	4%	0%	1%	0%	F	0.115	F	0.657	510	G
	To- From:		22-645 Loon]										
42	Craig County	4.31	820	G	94%	1%	4%	0%	1%	0%	F	0.102	F	0.568	830	G
	Ta- From:		CL New Cas]										
42	Town of New Castle (Maint: 22)	0.43	820	N	94%	1%	4%	0%	1%	0%	Ν	0.102	Ν	0.568	830	N
	To:		R 311; 22- 6 S 220; 11-6													
42)(220)	Botetourt County	1.32	5700	G	92%	J 0%	1%	1%	6%	0%	F	0.073	F	0.540	6000	G
42 (220)	To:															
(42)(220)	Botetourt County	9.95	North of Eag 5900	G ROCK	92%	0%	1%	1%	6%	0%	F	0.075	F	0.538	6200	G
(42) (220)	To To				0270	7	170	170	0,0	070	·	0.070	•	0.000	0200	Ū
(42)(220)	Town of Iron Gate (Maint: 03)	0.88	hany County 7400	G	92%	0%	1%	1%	6%	0%	F	0.08	F	0.518	7800	G
42 (220)	Town of work date (Maint. 99)				0270	7	170	170	0,0	070	·	0.00	•	0.010	7000	Ū
42 (222)	Alleghany County	0.66	CL Iron Gate 7400	N N	92%	0%	1%	1%	6%	0%	N	0.08	N	0.518	7800	N
42 (220)	Allegitarity County				JZ /0	7	1 /0	170	070	070	14	0.00	14	0.010	7000	11
	Alleghany County	0.61	6300	G G	92%	0%	1%	1%	6%	0%	F	0.074	F	0.501	6700	G
42 220	Allegitariy County				3Z /0	7	1 /0	1 /0	070	0 70	'	0.074	'	0.501	0700	J
Bus	In- From:	BUS	S US 60, US													
(42) (60) (220)	Alleghany County	0.47	8300	G	88%	1%	1%	1%	9%	0%	С	0.081	F	0.501	8400	G
	To:	рт	03-670 269 & RT	(22												
42 260	Alleghany County	0.18	1200	032 G	94%	」 1%	2%	3%	0%	0%	С	0.094	F	0.509	1200	G
42 269	To:		SR 269;I-64		3170	1	-/3	0,0	0,0	0,0	J	3.00 1	•	0.000	1200	Ŭ
	From		SR 269													
(42)	Alleghany County	4.89	970	G	95%	1%	1%	1%	2%	0%	С	0.096	F	0.55	990	G
<u> </u>	To:		th County L			1										
(12)	Bath County	6.03	hany County 690	/ Line F	92%	」 ○%	2%	3%	3%	0%	С	0.097	F	0.6	710	F
42	To:	0.00	08-632		JZ /0	7	2/0	370	J /0	0 /0	J	5.057	'	0.0	7 10	'
			00 052			1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pilinary ar	ia intoroti	410 1 100				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		08-632			j										
(42)	Bath County	5.54	760	F	92%	0%	2%	3%	3%	0%	F	0.095	F	0.56	780	F
	To: From:	SR 39	Millboro S SR 39	prings												
(42) (20)	Bath County	5.73	1500	F	92%	┛ 1%	4%	1%	2%	0%	F	0.088	F	0.563	1600	F
(42) (39)	To		ridge Coun		0_70	٦	.,,	. , 0	_,,	0,0	•	0.000	-	0.000	.000	•
42 20	Town of Goshen (Maint: 81)	2.47	2000	G Line	92%	1%	4%	1%	2%	0%	С	0.087	F	0.581	2000	G
(42) (39)	та.				0=70	٦	.,,	. , ,	_,,	• 70	Ū	0.00.	-	0.00.		•
42	Town of Goshen (Maint: 81)	0.06	Millboro S 2300	prings G	90%	1%	3%	4%	3%	0%	С	0.089	F	0.508	2400	G
42	rown or desiren (waint: 01)				0070	¬ '/º	070	470	070	0 70	J	0.000	•	0.000	2400	Ü
42	Rockbridge County	5.92	ECL Gosher 2300	n N	90%	1%	3%	4%	3%	0%	N	0.089	N	0.508	2400	N
42)	Rockbridge County		usta County		90%	1 70	3%	470	370	076	IN	0.009	IN	0.506	2400	IN
	From:		ridge County													
(42)	Augusta County	0.27	2100	N	90%	1%	3%	4%	3%	0%	Ν	0.087	Ν	0.552	2100	Ν
	To		Road			1—										
42 42	Augusta County	0.11	2100	N	90%	1%	3%	4%	3%	0%	Ν	0.087	Ν	0.552	2100	Ν
	_ To-	07-6	87 Railroad	Ave		1										
42	Augusta County	1.91	2100	G	90%	1%	3%	4%	3%	0%	F	0.087	F	0.552	2100	G
	To	SC	CL Craigsvi	اام												
42 42 42 42 42 42 42 42	Town of Craigsville (Maint: 07)	0.58	2100	N	90%	1%	3%	4%	3%	0%	Ν	0.087	Ν	0.552	2100	Ν
42)	Ta-		-1101 Hidy	. C4		1										
42	Town of Craigsville (Maint: 07)	1.12	3200	G G	93%	1%	2%	2%	1%	0%	С	0.089	F	0.648	3200	G
42)	Town or oralgovine (Marit. 67)					¬ '/º	270	270	170	0 70	J	0.000	•	0.040	0200	Ŭ
	Augusta County	3.06	CL Craigsvi 3200	N N	93%	1%	2%	2%	1%	0%	N	0.089	N	0.648	3200	N
42)	Augusta County	3.00		17	9370	7 70	270	270	1 /0	0 70	11	0.003	14	0.040	3200	11
	To- From:	0.40	07-811		93%	40/	2%	20/	40/	0%		0.004	_	0.575	4400	
42	Augusta County	8.18	4300	G	93%	1%	2%	2%	1%	0%	F	0.091	F	0.575	4400	G
	Too. From:		Near Buff	_	222/	<u> </u>		101	00/							
42	Augusta County	2.43	2500	G	92%	1%	3%	1%	2%	0%	С	0.114	F	0.657	2600	G
	To- From:		07-720			}—										
(42)	Augusta County	2.82	3200	G	92%	1%	3%	1%	2%	0%	F	0.1	F	0.542	3200	G
	To- From:	US	250 Church]——										
42 250	Augusta County	0.47	7700	G	95%	1%	2%	1%	1%	0%	F	0.091	F	0.726	7800	G
	To- From:	US 250 1	North of Ch	urchville	:											
42	Augusta County	8.06	2100	G	92%	2%	2%	1%	3%	0%	С	0.117	F	0.691	2100	G
	Toc		07-607			—										
42	Augusta County	5.41	3900	G	92%	2%	2%	1%	3%	0%	F	0.098	F	0.795	3900	G
	To:	Rockin	gham Coun													
	From:		ısta County				,						_			
42	Rockingham County	2.50	3700	F	97%	0%	1%	1%	1%	0%	С	0.091	F	0.716	3800	F
	To:	SC	L Bridgewa	ater												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deute	le unio ali adi ana	المسرينان	AADT		4Time	Dur		Tru	ıck			K	OK	Dir	4 A\A/DT	
Route	Jurisdiction	- 3-	AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
42) S Main Street	From: Town of Bridgewater	0.22	CL Bridgewa 8600	ter F	96%	0%	1%	1%	2%	0%	С	0.087	F	0.699	8900	F
·- <u>·</u>	To-	(College Stree	et		—										
N Main Street	Town of Bridgewater	0.15	10000	F	96%	0%	1%	1%	2%	0%	F	0.084	F	0.653	10000	F
N Main Street	Town of Bridgewater	0.30	Dinkel Ave 13000	F	96%] 	1%	1%	2%	0%	F	0.078	F	0.624	13000	F
2) (201)	To	Mı	t Crawford A	We												
2 (257) N Main Street	Town of Bridgewater	0.08	16000	F	96%	0%	1%	1%	2%	0%	С	0.08	F	0.615	16000	
	To- From:	N	Jorth River R	ld		_										
2 257 N Main Street	Town of Bridgewater	1.00	16000	F	96%	0%	1%	1%	2%	0%	F	0.078	F	0.613	16000	
2) (257)	Town of Bridgewater	Old 1 0.30	NCL Bridgev 16000	water N	96%	0%	1%	1%	2%	0%	N	0.078	N	0.613	16000	
	To-	NO	CL Bridgewa	ıter		1										
2 257	Rockingham County	0.63	14000	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.52	14000	
2 257	Town of Dayton (Maint: 82)	0.42	SCL Dayton 16000	N	96%	0%	1%	1%	2%	0%	N	0.078	N	0.613	16000	
2 257	Town of Bayton (Maint. 02)	0.72				7	1 /0	170	270	070	.,	0.070	.,	0.010	10000	
2	Town of Dayton (Maint: 82)	0.45	BUS SR 42 16000	Α	96%	0%	1%	1%	1%	0%	С	0.108	Α	0.538	18000	
	To- From:		NCL Dayton]										
2	Rockingham County	1.90	16000	N	96%	0%	1%	1%	1%	0%	N	0.108	N	0.538	18000	
2) S High Street	City of Harrisonburg	0.13	L Harrisonbo	urg F	96%	0%	1%	1%	1%	0%	F	0.089	F	0.536	17000	
2) 6 mgm outdat	City of Hambonburg				0070	7	1 /0	170	170	070	•	0.000	•	0.000	17000	
S High Street	City of Harrisonburg	1.27	Erickson Ave	F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.507	21000	
	To: From:		Sunrise Ave			_										
2 S High Street	City of Harrisonburg	0.40	20000	F	96%	0%	1%	1%	1%	0%	F	0.083	F	0.529	21000	
2) S High Street	City of Harrisonburg	0.55	19000	F	96%	0%	1%	1%	1%	0%	F	0.082	F	0.502	21000	
<i>5</i>	To		Market St			٦										
2 N High Street	City of Harrisonburg	0.27	18000	F	96%	0%	1%	1%	1%	0%	F	0.082	F	0.504	20000	
	To- From:		Gay St]——										
2) Virginia Ave	City of Harrisonburg	0.44	10000	F	96%	0%	1%	1%	1%	0%	F	0.083	F	0.555	11000	
2) Virginia Ave	City of Harrisonburg	0.60	5th St 9800	F	96%	0%	1%	1%	1%	0%	С	0.089	F	0.586	11000	
	To:	M	It Clinton Pil	ke		—										
Virginia Ave	City of Harrisonburg	0.83	12000	F	96%	0%	1%	1%	1%	0%	F	0.088	F	0.58	13000	
	To:	NC	CL Harrisonb	urg		1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary an	- Intorotat	10 1 100				Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	NCI	L Harrisonbu	ırg												
42)	Rockingham County	5.12	8300	F	94%	1%	1%	1%	3%	0%	F	0.086	F	0.654	9100	F
	Ta- From:	8	2-753 North			}—										
(42)	Rockingham County	4.60	7900	F	94%	1%	1%	1%	3%	0%	F	0.089	F	0.628	8100	F
	To- From:	SC	CL Broadway			}—										
42	Town of Broadway (Maint: 82)	0.81	7900	N	94%	1%	1%	1%	3%	0%	Ν	0.089	Ν	0.628	8100	Ν
ALT	To- From:	A	LT SR 259			}										
42 259	Town of Broadway (Maint: 82)	0.32	6500	F	94%	1%	1%	1%	3%	0%	С	0.087	F	0.598	6700	F
	Ta-	S	R 259 South			1										
42 259	Town of Broadway (Maint: 82)	0.33	7500	F	94%	1%	1%	1%	3%	0%	F	0.083	F	0.538	7700	F
	Ta-	EC	CL Broadway	v		1										
42 259	Rockingham County	0.29	7500	N	94%	1%	1%	1%	3%	0%	Ν	0.083	Ν	0.538	7700	Ν
	Ta-	S	R 259 North			_										
42 42 42 42 42	Rockingham County	1.21	12000	F	94%	1%	1%	1%	3%	0%	F	0.09	F	0.509	12000	F
	Ta- From:	SC	L Timbervill	le		1										
(42)	Town of Timberville (Maint: 82)	0.18	12000	N	94%	1%	1%	1%	3%	0%	Ν	0.09	Ν	0.509	12000	Ν
	To- From:		SR 211			1										
(42)	Town of Timberville (Maint: 82)	0.68	2400	N	93%	1%	1%	3%	2%	0%	Ν	0.09	Ν	0.575	2400	Ν
$\overline{}$	To- From:	8	2-617 North			1										
(42)	Town of Timberville (Maint: 82)	0.41	2400	F	93%	1%	1%	3%	2%	0%	С	0.09	F	0.575	2400	F
	To: From:	NC	L Timbervill	le		}										
(42)	Rockingham County	2.56	1500	G	91%	1%	2%	3%	3%	0%	С	NA			1500	G
	To: From:		doah County gham County													
42)	Shenandoah County	2.91	1400	G	95%	2%	2%	1%	1%	0%	F	0.099	F	0.651	1400	G
42)	To-		767 Forestvil			—										
(42)	Shenandoah County	5.78	380	G	95%	2%	2%	1%	1%	0%	С	0.091	F	0.539	390	G
	Ta-		SR 263			1										
(42)	Shenandoah County	5.27	390	G	92%	1%	2%	1%	4%	0%	С	0.107	F	0.565	400	G
	To-	8	5-703 South			1										
(42)	Shenandoah County	4.67	1400	G	92%	1%	2%	1%	4%	0%	F	0.101	F	0.665	1500	G
	Ta-	85-675	Columbia Fu	ırnace		1										
42 42 42 42 42	Shenandoah County	4.48	4500	G	97%	0%	1%	1%	2%	0%	F	0.078	F	0.505	4600	G
	To-	85	-605 Calvary	y		1—										
42	Shenandoah County	0.86	7500	G	97%	0%	1%	1%	2%	0%	С	0.078	F	0.64	7600	G
$\overline{}$	To:	WC	CL Woodstoc	ck		1—										
(42) W Reservoir Rd	Town of Woodstock (Maint: 85)	0.44	9000	G	97%	0%	1%	1%	2%	0%	F	0.078	F	0.611	9100	G
	To:		I-81													

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	luvia di ati ava	l an arth	AADT		4T:	Dura		Tru	ıck		- 00	K	ΟK	Dir	A A\A/DT	014/
Route	Jurisdiction	Length		QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
42 W Reservoir Rd	Town of Woodstock (Maint: 85)	0.41	I-81 15000	G	97%	J 0%	1%	1%	1%	0%	С	0.077	F	0.511	15000	G
	Tar		Susan Ave													
42) W Reservoir Rd	Town of Woodstock (Maint: 85)	0.22	15000	G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.531	16000	G
	То:]	Main Street													
Bus	From:		SR 257]								_		
42 Main St	Town of Dayton (Maint: 82)	0.12	2100	F	98%	0%	1%	0%	1%	0%	F	0.077	F	0.55	2200	F
Bus	To: From:	S SR	290 Huffma	an Dr												
42 290 Main St	Town of Dayton (Maint: 82)	0.07	3600	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.544	3700	F
Bus	To: From:		N SR 290 N SR 290	ge St												
Main St	Town of Dayton (Maint: 82)	0.60	1400	F	98%	0%	1%	0%	1%	0%	С	0.091	F	0.553	1400	F
	To: From:	1	NCL Dayton	1		1										
Bus 42) Main St	Rockingham County	0.03	1400	N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.553	1400	N
42) 31	To-	0.00	N SR 42		0070	1	.,,	0,0	.,,	0,70		0.00.		0.000		
	From:]	Main Street													
43) Bedford Ave	Town of Altavista (Maint: 15)	0.49	7200	G	96%	1%	2%	0%	1%	0%	F	0.097	F	0.616	7100	G
	To: From:		Myrtle Ln			} —										
43) Bedford Ave	Town of Altavista (Maint: 15)	0.50	5800	G	96%	1%	2%	0%	1%	0%	F	0.101	F	0.739	5700	G
	To- From:		Broad Street]										
43) Bedford Ave	Town of Altavista (Maint: 15)	0.59	5000	G	96%	1%	2%	0%	1%	0%	С	0.11	F	0.611	5000	G
	Tas From:		CL Altavist		000/	40/	00/	00/	00/	00/		0.00	_	0.500	0000	
43	Campbell County	6.48	3000	G	93%	1%	3%	2%	2%	0%	С	0.09	F	0.583	2900	G
	Campbell County	15- 1.26	-682 Leesvil	lle G	93%	1%	3%	2%	2%	0%	F	0.119	F	0.544	300	G
43)	To:		ord County		93 /0	7	370	2 /0	270	0 70	'	0.119	•	0.544	300	O
	From:	•	bell County													
43	Bedford County	5.13	430	G	93%	1%	3%	2%	2%	0%	F	NA			450	G
	To- From:	0.10	09-626		000/]	00/	00/	00/	00/			_	0.500	0700	
43)	Bedford County	2.49	2600	G	93%	1%	3%	2%	2%	0%	F	0.092	F	0.592	2700	G
	Bedford County	2.58	24 Gillesp 2200	ie G	90%	1%	5%	1%	4%	0%	С	0.091	F	0.512	2200	G
43) (24)	Dedicite County					1 /0 7	J /0	1 /0	→ /0	U /0	O	0.081	'	0.012	2200	G
12	Bedford County	SR 24 WI 8.32	EST OF GII 1700	LLESPII G	97%	1%	1%	0%	1%	0%	F	0.082	F	0.627	1700	G
43)	To-				J. 70	/v 	. 70		. 70			0.002		0.021	.,,,,	
43) South Street	City of Bedford	0.96	CL Bedford	G	97%	1%	1%	0%	1%	0%	С	0.108	F	0.58	1900	G
43) 55541 54561	To:		43 P Talbot		31 /0	7	1 /0	0 /0	170	0 /0	J	3.100	•	0.00	1000	J

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-								Tru	ck			K		Dir		
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(43) South Street	City of Bedford	0.14	43 P Talbot 1100	t St G	97%] 0%	1%	0%	0%	0%	С	0.111	F	0.669	1200	G
43 South Street	Combined Traffic Estimates for 2 Parallel Roadway		1800	G	97%	1%	1%	0%	0%	0%	F	NA	'	0.003	1900	G
	To.		Vashington S		0.70		. , ,			0,0						
(43) South Street	City of Bedford	0.06	700	G	97%	1%	1%	0%	1%	0%	F	0.13	F		740	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	1700	G	97%	1%	1%	0%	1%	0%	F	NA			1800	G
Due	To From:		Main St			}										
Bus (43) (460) E Main St	City of Bedford	0.08	6600	G	96%	1%	2%	0%	1%	0%	F	0.094	F	0.588	7000	G
O C	To- From:	RT 46	0 BUS & R	T 221		}—										
Bus (43) (221) (122) N Bridge St	City of Bedford	0.16	6000	G	95%	1%	2%	1%	1%	0%	F	0.090	F	0.63	6300	G
	To	BE	DFORD A	VE		1—										
8us (43) (221) (122) N Bridge St	City of Bedford	0.11	9100	G	95%	1%	2%	1%	1%	0%	С	0.087	F	0.569	9700	G
43 (221) (122)	То:	-	RT 221													
Doolso Street	City of Dodford	0.62	N Bridge St 3400		96%	10/	20/	10/	1%	0%	F	0.007	F	0.502	3600	G
Peaks Street	City of Bedford	0.62		G	90%	1%	2%	1%	170	U%	Г	0.097	Г	0.502	3600	G
43) Peaks Street	City of Bedford	0.94	3000 Laurel St	G	96%	1%	2%	1%	1%	0%	С	0.096	F	0.558	3200	G
	To- From:	N	ICL Bedfor	d		}—										
43	Bedford County	3.79	2400	G	96%	1%	2%	1%	1%	0%	F	0.085	F	0.514	2400	G
	To: From:		3 Near Peak			}										
43	Bedford County	5.03	830	G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.535	830	G
	From:		Ridge Park		2221	<u> </u>	40/		201	201						
43	Bedford County (Maint: 11)	0.11	400 ourt County	G / Line	98%	1% 7	1%	0%	0%	0%	F	0.094	F	0.561	400	G
	From:		ord County													
43	Botetourt County	4.00	400	N	98%	1%	1%	0%	0%	0%	N	0.094	Ν	0.561	400	Ν
	To: From:	S	CL Buchana			}—										
43	Town of Buchanan (Maint: 11)	0.64	400	N	98%	1%	1%	0%	0%	0%	N	0.094	Ν	0.561	400	N
	To- From:		S US 11		/	<u> </u>										
(43) (11)	Town of Buchanan (Maint: 11)	0.18	4800	G	93%	0%	3%	1%	3%	0%	F	0.089	F	0.535	4900	G
	Town of Puphanan (Maint: 11)	0.82	N US 11 1600	G	84%	1%	6%	6%	3%	0%	F	0.107	F	0.58	1600	G
43	Town of Buchanan (Maint: 11)				04 70	170	070	070	3%	070	Г	0.107	Г	0.56	1000	G
43	From: Botetourt County	2.95	CL Buchana 1600	an N	84%	1%	6%	6%	3%	0%	N	0.107	N	0.58	1600	N
	Tac	11-630	Near Sprin			1										
43	Botetourt County	5.22	580	G	84%	1%	6%	6%	3%	0%	F	0.091	F	0.52	580	G
	To: From:		East of Eag			}—										
43	Botetourt County	5.39	660	G	84%	1%	6%	6%	3%	0%	С	0.096	F	0.552	670	G
	To		N 11-688													

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pilitiary ar	ia interest	210 1 100				Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		N 11-688			1	Z/ OIC	0.700	TTTGII	211011		1 dotoi		1 dotoi		
43	Botetourt County	0.47	1200	G	84%	1%	6%	6%	3%	0%	F	0.078	F	0.574	1200	G
	Ta	SR 4	3 Y Eagle 1	Rock		1 —										
43	Botetourt County	1.74	450	G	84%	1%	6%	6%	3%	0%	F	0.096	F	0.531	450	G
	To:	US 2201	North of Ea	gle Rock												
	From:	9	South Stree	t												
(43) Talbot Street	City of Bedford	0.05	690	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.575	730	G
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	1800	G	97%	1%	1%	0%	0%	0%	F	NA			1900	G
	Tor		Otey Street													
(43) Otey Street	City of Bedford	0.14	Talbot St	G	97%	」 1%	1%	1%	1%	0%	С	0.111	F	0.589	1100	G
Otey Street	Combined Traffic Estimates for 2 Parallel Roadway		1700	G	97%	1%	1%	0%	1%	0%	F	NA	•	0.000	1800	G
	To:		JS 460 E M		31 /0	7 ' "	1 /0	0 70	1 /0	0 70	'	INA			1000	O
	From:		High Street			i										
45	Town of Farmville	0.10	10000	G	96%	0%	2%	1%	1%	0%	F	0.112	F	0.506	11000	G
40	To		Third St			1										
(45) Main Street	Town of Farmville	0.40	9100	G	96%	0%	2%	1%	1%	0%	С	0.092	F	0.563	9900	G
45) 5501	T					٦	_,,	.,,	.,,	0,0	Ū	0.002	•	0.000	0000	•
Main Street	Town of Farmville	0.18	River Rd 7800	G	96%	0%	2%	1%	1%	0%	F	0.086	F	0.552	8500	G
Main Street	Town of Laminine				30 /0	7 0 70	2 /0	1 /0	1 /0	0 70	'	0.000	'	0.002	0300	O
45 Main Street	Town of Farmville	0.73	Osborne Rd	G	95%	0%	20/	1%	2%	0%		0.000	F	0.566	6500	
(45) Main Street	Town of Farmville	0.73	6000	G	95%	U% _	2%	170	270	0%	С	0.088	Г	0.566	6500	G
	To: From:		CL Farmvil		2221	<u> </u>	40/	40/	00/	201				<u> </u>		
45)	Cumberland County	3.54	5200	G	96%	1%	1%	1%	2%	0%	F	0.096	F	0.544	5200	G
	To- From:		86 Raines Ta			}										
45	Cumberland County	4.66	3900	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.576	3900	G
	Ta: From:		24-634			}										
45	Cumberland County	5.82	3500	Α	96%	1%	1%	1%	2%	0%	С	0.107	Α	0.579	3600	Α
	To- From	US 60 Wes	st of Cumbe	rland C.	H.	1										
(45) (60)	Cumberland County	2.42	6200	G	88%	1%	3%	1%	6%	0%	F	0.079	F	0.576	6300	G
	To:		Cumberlar													
	From:) Cumberla		040/		20/	40/	40/	00/	_	NIA			0000	0
45 (60)	Cumberland County	1.09	6600	G	91%	0%	3%	1%	4%	0%	С	NA			6600	G
	To:		Old Bucking		0.407	<u> </u>	601	467	- C'	001		0.000		0.500		
45 (60)	Cumberland County	1.34	5500	G	91%	1%	3%	1%	5%	0%	С	0.086	F	0.583	5500	G
	To:		t of Cumbe East of Cum		1.											
45	Cumberland County	4.85	1400	G	89%	2%	4%	1%	6%	0%	F	0.096	F	0.649	1400	G
45)	To		24-616													
4 5)	Cumberland County	6.60	1100	G	89%	2%	4%	1%	6%	0%	С	0.090	F	0.5	1100	G
45)	To:		North of W		00 /0	7	-r /u	1 /0	5 / 0	O /0	J	0.000	'	0.0	1100	5
		2.000														

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and	Interstate R	butes											
Route	Jurisdiction	Length	AADT OA	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
Noute	Jungaletion	Lengur	תאטו עא	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QIV	Factor	AAWDI	QVV
	From:	24-690 No	orth ofWhitevill	2											
45	Cumberland County	2.20	1600 G	89%	2%	4%	1%	6%	0%	F	0.102	F	0.743	1600	G
	T-1		24.640		_										
	From:		24-649	2001		407	40/	201	201			_			
45	Cumberland County	0.75	870 G	89%	2%	4%	1%	6%	0%	F	0.123	F	0.664	880	G
<u> </u>	To:		nd County Line												
	From:		and County Line		」					_		_			_
45	Goochland County	2.47	1000 F	94%	1%	1%	0%	3%	0%	F	0.084	F	0.692	1100	F
	Tax		37-707		Т——										
45	Goochland County		1300 F	94%	1%	1%	0%	3%	0%	С	0.096	F	0.744	1300	F
45	To:		eorges Tavern	0170	ק '``	170	070	070	070	Ŭ	0.000	•	0.7 11	1000	•
	<u>_</u>														
	From:		rolina State Line												
46	Brunswick County	6.59	1400 G	78%	1%	3%	1%	18%	0%	С	0.097	F	0.703	1400	G
\bigcirc	To:		12-665												
	Brunswick County		2200 G	78%	1%	3%	1%	18%	0%	F	0.083	F	0.791	2200	G
46	Brunswick County	2.71	2200 G	1070	1 /0	3 /0	1 /0	10 /0	0 70	'	0.003	•	0.731	2200	J
	To- From:	12-61	1 Brunswick		}										
46	Brunswick County	4.26	2900 G	85%	1%	4%	1%	9%	0%	F	0.088	F	0.696	2900	G
	T-1		10.715		_										
	From:		12-715	0.50/		40/	40/	00/	00/	_	0.004		0.057	0.400	
46	Brunswick County	2.91	3500 G	85%	1%	4%	1%	9%	0%	С	0.094	F	0.657	3400	G
	To:	SU	JS 58 Bus		Ъ—										
Bus	D	0.40		0.50/	40/	00/	40/	00/	00/	_	0.000	_	0.500	0000	_
(46) (58)	Brunswick County	0.16	8900 G	95%	1%	2%	1%	2%	0%	С	0.099	F	0.586	8900	G
<u> </u>	To:	CL L	awrenceville		1										
Bus	T. (1.40)	0.00	2022	0.50/	40/	00/	40/	00/	00/		0.000		0.500	0000	
(46) (58)	Town of Lawrenceville (Maint: 12)	0.80	8900 N	95%	1%	2%	1%	2%	0%	N	0.099	N	0.586	8900	N
\bigcirc	Ta:	ΝI	JS 58 BUS		٦—										
46	Town of Lawrenceville (Maint: 12)		6000 G	85%	1%	4%	1%	9%	0%	F	0.09	F	0.523	5900	G
46	· · · · · · · · · · · · · · · · · · ·			0070	,.	.,0	. , ,	0,0	0 / 0	·	0.00	·	0.020	0000	•
	To- From:		Lawrenceville		┢										
46	Brunswick County	6.36	3900 G	85%	1%	4%	1%	9%	0%	F	0.079	F	0.564	3900	G
\smile	To:		US 1												
	Brunswick County	0.47	2500 G	85%	- 1%	4%	1%	9%	0%	F	0.08	F	0.516	2500	G
46	Brunswick County	0.47	2500 G	05%	170	470	1 70	970	070	F	0.06	Г	0.516	2300	G
	Ta- From:	I-85 Sc	outh of Alberta		-										
46	Brunswick County	7.35	1900 G	83%	1%	3%	1%	13%	0%	С	0.084	F	0.571	1900	G
	· -				_										
	From:		12-616	000/	10/	00/	407	400/	001		0.000		0.500	4500	
46	Brunswick County		1600 G	83%	1%	3%	1%	13%	0%	F	0.086	F	0.592	1500	G
<u> </u>	To:		ay County Line		_										
	From:		ck County Line		┙					_		_			_
46	Nottoway County	5.46	1700 G	89%	1%	2%	1%	7%	0%	F	0.095	F	0.623	1700	G
	To	New St	CL Blackstone		—										
(46)	Town of Blackstone		2000 G	89%	1%	2%	1%	7%	0%	С	0.107	F	0.614	2100	G
46)	TOWIT OF DIACKSTOLIC			03/0	7 ' /0	∠ /0	1 /0	1 /0	U /0	C	0.107	1	0.014	2100	G
	10.		SR 40												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary a	TO TITLE TO L	ato i tot	1100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010	3+Axle		OTroil	QC		QK		AAWDT	QW
	From:		11 1			1	ZAXIE	3+Axie	TITall	ZTrall		Factor		Factor		
W Atlantic Street	Town of South Hill	0.63	7400	G G	92%	┛ 0%	2%	1%	4%	0%	F	0.086	F	0.548	7400	G
(47) W Atlantic Street	TOWITOI SOUUT HIII	0.03	7400	<u> </u>	9270		270	1 70	470	0%	Г	0.000	Г	0.346	7400	G
	To- From:		Thomas St			_										
(47) W Atlantic Street	Town of South Hill	0.23	6300	G	92%	0%	2%	1%	4%	0%	С	0.083	F	0.621	6200	G
	To-		Opie Rd			T										
47 W Atlantic Street	Town of South Hill	0.39	6700	G	92%	0%	2%	1%	4%	0%	F	0.092	F	0.656	6600	G
	Tac	U	CL South F	1:11		1										
	From: Mecklenburg County	7.70	3500	G	84%	0%	5%	1%	10%	0%	F	0.082	F	0.631	3500	G
<u>47</u>	Meckleriburg County	7.70	3300	<u> </u>	04 /0	_ 0 / 0	370	1 /0	10 /6	0 /6	'	0.002	'	0.031	3300	G
	To- From:		64 Pettys C			_										
47	Mecklenburg County	5.28	3200	G	84%	0%	5%	1%	10%	0%	F	0.088	F	0.613	3200	G
	To:		58-660			1										
47)	Mecklenburg County	1.46	3000	G	84%	0%	5%	1%	10%	0%	С	0.083	F	0.612	3000	G
	Tar		50.600			7										
	Mecklenburg County	5.20	58-600 4200	N	88%	1%	3%	1%	7%	0%	N	0.091	N	0.501	4200	N
47)	weckleribulg County	5.20	4200	IN	00 /0	1 /0	3 /0	1 /0	1 /0	0 /6	IN	0.091	IN	0.501	4200	IN
	To- From:		CL Chase C			_										
(47) E Second Street	Town of Chase City (Maint: 58)	0.48	4200	G	88%	1%	3%	1%	7%	0%	С	0.091	F	0.501	4200	G
	To-		Drew St			1										
47 E Second Street	Town of Chase City (Maint: 58)	0.21	7500	G	88%	1%	3%	1%	7%	0%	F	0.1	F	0.512	7400	G
	Tas	10	C 5 Ml1	1 04		7										
(47) E Second Street	From: Town of Chase City (Maint: 58)	0.05	6-5 Marshal 7500	N	88%	1%	3%	1%	7%	0%	N	0.1	N	0.512	7400	N
27) L Second Street	Town of Chase City (Maint. 30)				00 /0	1 /0	370	1 /0	1 /0	0 70	IN	0.1	IN	0.512	7400	11
	To- From:		SR 49, SR 9			J										
(47) (49) N Main Street	Town of Chase City (Maint: 58)	0.24	7700	G	93%	1%	3%	0%	3%	0%	F	0.088	F	0.523	7600	G
	To: From:		E FIFTH ST	Γ		}										
47 A9 N Main Street	Town of Chase City (Maint: 58)	1.02	6700	G	92%	1%	2%	1%	4%	0%	С	0.094	F	0.548	6600	G
$\bigcup_{i \in \mathcal{I}} \bigcup_{i \in \mathcal{I}} \bigcup_{$	To-	SD 40	, WCL Cha	se City		1										
47	Mecklenburg County	5.54	1900	G	84%	0%	2%	3%	12%	0%	F	0.086	F	0.544	1900	G
(47)	To-		lotte County		0170	٦	2,0	070	1270	070	·	0.000	•	0.011	1000	Ŭ
	From:		enburg Cour													
47	Charlotte County	2.70	1900	F	84%	0%	2%	3%	12%	0%	F	0.084	F	0.6	2000	F
	Tac	LIC 14	-360 Krafto	n Coto		1										
47	From: Charlotte County	6.55	2600	F	84%	0%	2%	3%	12%	0%	F	0.095	F	0.58	2600	F
47					0+70	- 070	270	070	12 /0	0 70	•	0.000	•	0.00	2000	•
	From:		Drakes Br		0.407		001	00'	4001	061		0.60-		0.50	0000	
47	Town of Drakes Branch (Maint: 19)	2.09	2600	N	84%	0%	2%	3%	12%	0%	N	0.095	N	0.58	2600	N
<u> </u>	To- Fram:		SR 59			}										
47 47	Town of Drakes Branch (Maint: 19)	0.25	2600	F	84%	0%	2%	3%	12%	0%	F	0.093	F	0.579	2700	F
	To	NC	L Drakes Br	ranch												
	Charlotte County	3.03	2600	N	84%	0%	2%	3%	12%	0%	N	0.093	N	0.579	2700	N
41)	To-		Charlotte		U-7 /U	7	~ /0	J /0	14 /0	O /0	ı N	0.030	ı N	0.013	2100	1 N
		SCI		U.II.		1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Charlotte													
47)	Town of Charlotte C.H. (Maint: 19)	0.99	2600	N	84%	0%	2%	3%	12%	0%	N	0.093	Ν	0.579	2700	N
	To: From:		S SR 40			}										
47) (40)	Town of Charlotte C.H. (Maint: 19)	0.10	4700	F	83%	0%	1%	1%	15%	0%	F	0.088	F	0.519	4800	F
	Town of Charlette C H (Maint: 10)	0.00	N SR 40	F	84%	0%	2%	3%	12%	0%	F	0.082	F	0.551	3100	F
47)	Town of Charlotte C.H. (Maint: 19)	0.98	3000		04%	0%	2 %	3%	1270	U%	Г	0.062	Г	0.551	3100	Г
	Charlette County	3.47	Charlotte	<u>С.Н.</u>	84%	00/	2%	3%	12%	0%	NI	0.000	NI	0.551	2100	NI
47)	Charlotte County	3.47	3000	N	84%	0%	2%	3%	12%	0%	N	0.082	N	0.551	3100	N
	Charlette County	7.00	19-660		0.40/	0%	2%	20/	120/	00/		0.005	F	0.500	1600	F
47)	Charlotte County	7.02	1600	F	84%	U% -	2%	3%	12%	0%	С	0.085	г	0.580	1600	r
	Ta- From:		49 Madisor		0.40/		20/	20/	400/	00/		0.004		0.044	4000	
47)	Charlotte County	2.82	1700 Edward Cou	F Intra Lina	84%	0% 7	2%	3%	12%	0%	F	0.084	F	0.611	1800	F
	From:		otte County													
47	Charlotte County	1.59	1900	F	84%	0%	2%	3%	12%	0%	F	0.086	F	0.624	1900	F
	To:		nattox Coun													
	From:		Edward Cou	_	2.10/]	00/	201	100/	201	_		_		1000	
47	Appomattox County	0.57	1800	G	84%	0%	2%	3%	12%	0%	F	0.077	F	0.722	1800	G
	Too. From:		L Pamplin (_	0.10/	<u> </u>		201	100/	201					1000	
47	Town of Pamplin City (Maint: 06)	0.50	1800	N	84%	0%	2%	3%	12%	0%	N	0.077	Ν	0.722	1800	N
	10.		BUS US 46													
Mandagas illa Bila	From:		Virginia Sta		000/		40/	40/	5 0/	00/	_	0.400	^	0.744	4000	_
48 (55) Wardensville Pike	Frederick County	4.83	1900	В	92%	0%	1%	1%	5%	0%	С	0.128	Α	0.711	1800	В
	To: From:		-600 Pifer			}—										
(48) (55) Wardensville Pike	Frederick County	0.70	2900	G	92%	0%	1%	1%	5%	0%	F	0.081	F	0.748	2600	G
<u> </u>	From:		ndoah Counterick Count													
(48) (55) Wardensville Pike	Shenandoah County	4.90	3100	G	92%	0%	1%	1%	5%	0%	F	0.084	F	0.686	2800	G
46) (53) Wardenevine Fine	To-				0270	٦	170	170	070	0,0	·	0.001	•	0.000	2000	Ū
(A) (F)	Shenandoah County	3.83	8 Lebanon (3800	G	92%	0%	1%	1%	5%	0%	F	0.079	F	0.577	3400	G
(48) (55)	To:	0.00	I-81		32 /u	7	1 /0	1 /0	370	070	•	0.073	'	0.577	3400	J
	From:	North (Carolina Sta	ate Line		Ì										
48 Blue Ridge Parkway	Grayson County (Maint: US)	4.69	2000	0		_						NA			NA	
40)	To:		roll County	Line		1										
	From		son County													
Blue Ridge Parkway	Carroll County (Maint: US)	12.75	2000	0								NA			NA	
	To	,	US 52]										
(48) Blue Ridge Parkway	Carroll County (Maint: US)	15.59	2000	0		7						NA			NA	
	From:		oll County			1										
48 Blue Ridge Parkway	Patrick County (Maint: US)	6.33	2000	0		_						NA			NA	
(70/ =		0.00	US 58			_									. •• •	

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT (QA 4Tire	Bus	uck : 1Trail 2Trail	QC K	QK	Dir Factor	AAWDT QW
	From:	US 58		1					
(48) Blue Ridge Parkway	Patrick County (Maint: US)	0.42 2000	0			NA			NA
	To:	Floyd County Line	:						
	From:	Patrick County Line	e						
48 Blue Ridge Parkway	Floyd County (Maint: US)	5.92 2000	0			NA			NA
	To	Patrick County Line	e						
	From:	Floyd County Line	:						
48) Blue Ridge Parkway	Patrick County (Maint: US)	0.88 2000	0			NA			NA
	To	Floyd County Line							
	From:	Patrick County Line	2						
48) Blue Ridge Parkway	Floyd County (Maint: US)	5.23 2000	0			NA			NA
40)	T			-					
	From:	SR 8							
(48) Blue Ridge Parkway	Floyd County (Maint: US)		0	_		NA			NA
<u> </u>	To:	Franklin County Lin							
	From:	Floyd County Line							
48 Blue Ridge Parkway	Franklin County (Maint: US)		0	_		NA			NA
<u> </u>	To:	Floyd County Line							
	From:	Franklin County Lin							
(48) Blue Ridge Parkway	Floyd County (Maint: US)	16.05 1000	0			NA			NA
\smile	To	US 221		1					
48 Blue Ridge Parkway	Floyd County (Maint: US)		0			NA			NA
48 Blue Ridge Parkway	Toya County (Maint: 03)		_	7		INA			INA
	From:	Roanoke County Line Floyd County Line		1					
48 Blue Ridge Parkway	Roanoke County (Maint: US)		0			NA			NA
48 Blue Ridge Parkway	Roalloke County (Maint. 03)	14.09 1000	O			INA			INA
	To- From:	US 220		}					
48 Blue Ridge Parkway	Roanoke County (Maint: US)	8.79 1000	0			NA			NA
,	, ,			-					
	From:	SR 24	_						
(48) Blue Ridge Parkway	Roanoke County (Maint: US)		0	_		NA			NA
\smile	Tn:	Botetourt County Lin							
	From:	Roanoke County Lir							
48 Blue Ridge Parkway	Botetourt County (Maint: US)		0	_		NA			NA
\smile	To:	US 221, US 460							
	From:	Urban Boundary							
48 Blue Ridge Parkway	Botetourt County (Maint: US)	11.32 1200	0			NA			NA
\bigcirc	To	Bedford County Lin	e						
	From:	Botetourt County Lin	ne						
(48) Blue Ridge Parkway	Bedford County (Maint: US)	2.18 1200	0			NA			NA
	Tool	CD 42			 				
Dive Didge Design	From:	SR 43				N I A			NIA
(48) Blue Ridge Parkway	Bedford County (Maint: US)		0	-		NA			NA
	To:	Botetourt County Lin		4					
	From:	Bedford County Lin							
(48) Blue Ridge Parkway	Botetourt County (Maint: US)	3.11 1200	0			NA			NA
	Tax	SR 43		1					
48 Blue Ridge Parkway	Botetourt County (Maint: US)		0			NA			NA
Blue Ridge Parkway	Tro-			7		INA			INA
_	a.v.·	Bedford County Lin	le .						

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Ti	e Bus 2Axle 3+Axle 1Trail 2Trail QC QK Dir AAWDT Q
48 Blue Ridge Parkway	Bedford County (Maint: US)	Botetourt County Line 10.61 1200 O	NA NA
46) Blue Huge Fanway	Decision Goality (Maint: GG)	US 501	
48 Blue Ridge Parkway	Bedford County (Maint: US)	0.19 1200 O	NA NA
	To:	Amherst County Line	
48 Blue Ridge Parkway	Amherst County (Maint: US)	Bedford County Line 2.38 1200 O	NA NA
,	To:	SR 130	
Blue Ridge Parkway	Amherst County (Maint: US)	15.86 1200 O	NA NA
	To:	Rockbridge County Line	
	From:	Amherst County Line	
8 Blue Ridge Parkway	Rockbridge County (Maint: US)	0.15 1200 O	NA NA
	To- From:	US 60	
48) Blue Ridge Parkway	Rockbridge County (Maint: US)	18.29 1200 O	NA NA
<u> </u>	To: From:	Nelson County Line Rockbridge County Line	
Blue Ridge Parkway	Nelson County (Maint: US)	0.08 1200 O	I NA NA
2 do radgo rammay	Troisent Seartly (Mainte Se)		
48) Blue Ridge Parkway	Nelson County (Maint: US)	SR 56 11.09 1200 O	NA NA
Blue Ridge Parkway	To-	Augusta County Line	
	From:	Nelson County Line	
48) Blue Ridge Parkway	Augusta County (Maint: US)	15.97 1200 O	NA NA
<u> </u>	To: From:	US 250	
48) Skyline Drive	Augusta County (Maint: US)	18.17 1600 M	NA NA
\smile	To:	Albemarle County Line	
Cladina Deixa	Albana arla Cavinti (Mainti IIC)	Augusta County Line	NA NA
Skyline Drive	Albemarle County (Maint: US)	3.65 1600 M Rockingham County Line	NA NA
	From:	Albemarle County Line	
48) Skyline Drive	Rockingham County (Maint: US)	8.44 1600 M	NA NA
	To:	Greene County Line	
	From:	Rockingham County Line	
48) Skyline Drive	Greene County (Maint: US)	2.08 1600 M	NA NA
<u> </u>	To:	Rockingham County Line	
38 Skyline Drive	Rockingham County (Maint: US)	Greene County Line 3.26 1600 M	NA NA
48) Skyline Drive	To:	Greene County Line	
	From:	Rockingham County Line	
48) Skyline Drive	Greene County (Maint: US)	1.33 1600 M	NA NA
	To:	Rockingham County Line	
	From:	Greene County Line	
(48) Skyline Drive	Rockingham County (Maint: US)	1.93 1600 M	NA NA
\sim	To:	Greene County Line	

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2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire	Bus 2Axle 3+Axle 1Trail 2Trail Factor Factor
	From:	Rockingham County Line	ZANE STANE III all Tactor Tactor
(48) Skyline Drive	Greene County (Maint: US)	1.01 1600 M	NA NA
	To:	Rockingham County Line	
(48) Skyline Drive	Rockingham County (Maint: US)	Greene County Line 0.10 1600 M	NA NA
48 Skyline Drive	Rockingham County (Maint. 03)		IVA IVA
	To: From:	US 33	
(48) Skyline Drive	Rockingham County (Maint: US)	2.69 2700 M	NA NA
	From:	Greene County Line Rockingham County Line	
(48) Skyline Drive	Greene County (Maint: US)	1.33 2700 M	NA NA
40) 3.193	To:	Rockingham County Line	¬
_	From:	Greene County Line	
(48) Skyline Drive	Rockingham County (Maint: US)	2.53 2700 M	NA NA
\smile	To:	Page County Line	
O	From:	Rockingham County Line	
(48) Skyline Drive	Page County (Maint: US)	7.77 2700 M	NA NA
	From:	Madison County Line Page County Line	
(48) Skyline Drive	Madison County (Maint: US)	14.77 2700 M	NA NA
40) 6.196	To:	Rappahannock County Line	¬
	From	Madison County Line	
(48) Skyline Drive	Rappahannock County (Maint: US)	4.99 2700 M	NA NA
<u> </u>	To:	Page County Line	
O	From:	Rappahannock County Line	
(48) Skyline Drive	Page County (Maint: US)	0.06 2700 M	NA NA
Olystics - Dates	From:	US 211	NA NA
(48) Skyline Drive	Page County (Maint: US)	3.01 2000 M	NA NA
	From:	Rappahannock County Line Page County Line	
(48) Skyline Drive	Rappahannock County (Maint: US)	4.41 2000 M	NA NA
48) 3.193	To:	Page County Line	┑
_	From	Rappahannock County Line	
(48) Skyline Drive	Page County (Maint: US)	2.09 2000 M	NA NA
	To:	Rappahannock County Line	
Olyatina a Datas	From:	Page County Line	
(48) Skyline Drive	Rappahannock County (Maint: US)	5.92 2000 M	NA NA
	From:	Warren County Line Rappahannock County Line	
(48) Skyline Drive	Warren County (Maint: US)	1.69 2000 M	NA NA
, , , ,	To:	Rappahannock County Line	7
	From:	Warren County Line	
(48) Skyline Drive	Rappahannock County (Maint: US)	3.87 2000 M	NA NA
\sim	To:	Warren County Line	
Olystia a Data	From:	Rappahannock County Line	」
(48) Skyline Drive	Warren County (Maint: US)	10.47 2000 M	NA NA
	10:	US 340; Front Royal	

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 milary am						Tru	ıck			K		Dir		
Route	Jurisdiction	Length			4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
(49) (96)	From: Town of Virgilina (Maint: 41)	North C 0.13	Carolina Sta 2000	te Line G	86%] 1%	4%	0%	9%	0%	F	0.083	F	0.61	2000	G
43 00			SR 96			1										
49	Town of Virgilina (Maint: 41)	0.47	980	G	86%	1%	4%	0%	9%	0%	С	0.087	F	0.5	980	G
	To- From:		CL Virgilir		000/	40/	40/	00/	00/	00/	N.	0.007	N.I.	0.5	000	
49	Halifax County	2.05 Mecklet	980 nburg Cour	N nty Line	86%	1% 7	4%	0%	9%	0%	N	0.087	N	0.5	980	N
	From:		ax County													
49	Mecklenburg County	8.64	1400	G	91%	1%	3%	0%	5%	0%	С	0.089	F	0.568	1400	G
	To:		West Clar													
(49) (58)	Mecklenburg County	1.75	East of Cla 12000	rksville G	83%	」 1%	2%	1%	13%	1%	F	0.085	F	0.52	12000	G
	To- From:	WC	CL Clarksv	ille		1										
49 (58)	Town of Clarksville (Maint: 58)	0.97	9500	G	83%	1%	2%	1%	13%	1%	F	0.083	F	0.517	9400	G
	To- From:		15 & RT		/] 							_			
(49) [15] [58]	Town of Clarksville (Maint: 58)	0.88	8000	G	92%	1%	3%	1%	4%	0%	С	0.101	F	0.528	8000	G
	Manklanh was County		L Clarksvil		020/	40/	20/	40/	40/	00/	N.	0.404	N.I.	0.500	0000	
(49) (15) (58)	Mecklenburg County	0.84 US 58 EAST	8000	N	92%	1% 7	3%	1%	4%	0%	N	0.101	N	0.528	8000	N
(49) (15)	Mecklenburg County	1.60	6500	G	87%	0%	3%	1%	8%	0%	F	0.086	F	0.533	6400	G
49 (13)	Tel					7										
	Mecklenburg County	US 15 NEA 2.06	2700	<u>G</u>	93%	1%	3%	0%	3%	0%	F	0.101	F	0.511	2700	G
49	ivieckie iburg County	2.00			93 /0	1 /0 7	J /0	0 /0	370	0 70	'	0.101	'	0.511	2700	G
40	Mecklenburg County	5.90	58-609 2500	G	93%	1%	3%	0%	3%	0%	F	0.103	F	0.553	2500	G
49	oo.ao.ao.ao.g coa.a,					٦.,,	0,0	0,0	0,0	• 70	•	000	•	0.000		
49	Mecklenburg County	3.92	58-696 2400	G	93%	1%	3%	0%	3%	0%	F	0.09	F	0.563	2300	G
43)	Too		CL Chase C													
(49) W Second Street	From: L Town of Chase City (Maint: 58)	0.23	2100	G G	93%	1%	3%	0%	3%	0%	С	0.094	F	0.513	2100	G
43)	To								-,-	- , ,						
(49) (92) W Second Street	Town of Chase City (Maint: 58)	0.56	SR 92 6400	G	93%	1%	3%	0%	3%	0%	С	0.097	F	0.559	6300	G
49 92 W Second Street	Town of ondoe only (Maint: 60)	0.00			0070	٦	070	070	070	070	Ü	0.007	•	0.000	0000	Ü
(49) (92) E Second St	Town of Chase City (Maint: 58)	0.19	Endly St 6900	G	93%	1%	3%	0%	3%	0%	F	0.094	F	0.552	6800	G
49 92 E Second St	Tax		N Main St			٦	0,0	070	070	070	·	0.001	·	0.002	0000	Ū
	From:	E	E Second S													
(49) (47) N Main Street	Town of Chase City (Maint: 58)	0.24	7700	G	93%	1%	3%	0%	3%	0%	F	0.088	F	0.523	7600	G
O NAME TO COLOR	To- From:		E Fifth St		0007	40′	001	401	407	001		0.004		0.510	0000	
(49) (47) N Main Street	Town of Chase City (Maint: 58)	1.02	6700	G	92%	1%	2%	1%	4%	0%	С	0.094	F	0.548	6600	G
	Mooklophura Couph	3.95	SR 47		900/	0%	40/	10/	60/	00/	Г	0.002	F	O E 4 4	1200	
49)	Mecklenburg County		1300 burg Count	G v I ine	89%	∪% 7	4%	1%	6%	0%	г	0.083	г	0.514	1300	G
	•	Lunent	ourg Count	у шие												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and	a microtat					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		burg County]										
(49)	Lunenburg County	11.28	990	G	89%	0%	4%	1%	6%	0%	С	0.092	F	0.517	980	G
	To: From:		S SR 40			}—										
(49) (40)	Lunenburg County	0.14	2400	G	92%	0%	3%	1%	4%	0%	F	0.076	F	0.507	2400	G
	To: From:		55-675		/	<u> </u>										
49 (40)	Lunenburg County	2.17	3000	G	92%	0%	3%	1%	4%	0%	С	0.075	F	0.594	2900	G
	To: From:		L Victoria			}—										
49 40	Town of Victoria (Maint: 55)	1.08	3000	N	92%	0%	3%	1%	4%	0%	N	0.075	N	0.594	2900	N
	To: From:		N SR 40			}—										
49	Town of Victoria (Maint: 55)	0.51	4100	G	92%	0%	4%	1%	3%	0%	F	0.082	F	0.577	4100	G
	To: From:		55-1017			}—										
49	Town of Victoria (Maint: 55)	0.65	3000	G	92%	0%	4%	1%	3%	0%	С	0.082	F	0.524	3000	G
	To: From:		CL Victoria			}—										
49	Lunenburg County	4.88	3000	N	92%	0%	4%	1%	3%	0%	N	0.082	Ν	0.524	3000	N
	To: From:		vay County I ourg County													
49	Nottoway County	8.54	1600	F	92%	0%	4%	1%	3%	0%	F	0.1	F	0.529	1600	F
	To:	67-633	3 Lone Pine	Rd		1										
49	Nottoway County	0.46	2900	F	92%	J 0%	4%	1%	3%	0%	F	0.095	F	0.563	3000	F
43)	To	S	CL Crewe			1										
49	Town of Crewe (Maint: 67)	0.15	2900	N	92%	0%	4%	1%	3%	0%	N	0.095	N	0.563	3000	Ν
43)	та:		S US 460													
(49) (460)	Town of Crewe (Maint: 67)		11000	G	86%	1%	1%	1%	11%	0%	F	0.092	F	0.514	11000	G
43) (400)	To		N US 460													
49	Town of Crewe (Maint: 67)	0.34	2200	G	95%	」 1%	1%	1%	3%	0%	С	0.097	F	0.527	2200	G
49	To		ICL Crewe													
49	Nottoway County	1.55	2200	N	95%	」 1%	1%	1%	3%	0%	N	0.097	N	0.527	2200	N
49)	To:		East of Burk			1	.,,	.,.								
	From:	West Vi	irginia State	Line												
Northwestern Pike	Frederick County	4.35	8500	G	91%	1%	1%	4%	2%	0%	С	0.087	F	0.733	8700	G
<u> </u>	To	34	4-751 East			1—										
Northwestern Pike	Frederick County	4.80	12000	G	91%	1%	1%	4%	2%	0%	F	0.083	F	0.719	12000	G
\bigcirc	To-	34-614 B	Back Mounta	ain Rd		1										
Northwestern Pike	Frederick County		16000	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.719	16000	G
$\overline{}$	Tax	34-803 R	ound Hill Ro	d West		1										
Northwestern Pike	Frederick County		22000	G	96%	0%	1%	1%	2%	0%	С	0.083	F	0.699	22000	G
	Tax.		SR 37			—										
Northwestern Pike	From: Frederick County	0.14	19000	G	98%	1%	1%	1%	0%	0%	F	0.083	F	0.669	20000	G
99	To:		L Wincheste			7	, -			- , -	٠					-

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Dorder.	Lord and add ac	1 0	AADT		4	D		Tru	ıck		00	K	01/	Dir	A A)A/DT	0144
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Amborat St	City of Winchester	0.64	CL Winches 20000	ter G	98%	1 %	1%	1%	0%	0%	_	0.087	F	0.603	22000	G
50 Amherst St	City of Windrester	0.04		-	9070	170 7	170	1 70	U70	070	Г	0.007	Г	0.003	22000	G
(50) Amherst St	City of Winchester	0.75	Fox Dr 17000	G	98%	1%	1%	1%	0%	0%	С	0.085	F	0.518	19000	G
30) /	To:		Boscawen S		00,0	1	.,,	.,,	0,0	0,70		0.000	•	0.0.0		
C Passaura Ct	From:		Amherst St		050/	40/	40/	40/	40/	40/	_	0.000	_	0.545	47000	0
[50] Boscawen St	City of Winchester	0.37	16000 Braddock St	G	95%	1% ⅂	1%	1%	1%	1%	С	0.086	F	0.515	17000	G
	From:	I	Boscawen S	t												
50 [1] [50] [522] Braddock St	City of Winchester	0.53	8600	G	96%	1%	2%	0%	1%	0%	С	0.094	F		9400	G
Co.	mbined Traffic Estimates for 2 Parallel Roadways	on this Route:	15000 Gerrard St	G	93%	1% T	3%	2%	1%	0%	С	NA			16000	G
	From:]	Braddock St	:												
50 522 Gerrard St	City of Winchester	0.07	11000	G	96%	1%	2%	0%	1%	0%	F	0.082	F	0.612	12000	G
	To: From:		Valley Ave]										
50 (11) (522) Gerrard St	City of Winchester	0.10	15000	G	96%	0%	1%	1%	2%	0%	F	0.078	F	0.671	16000	G
	To: From:		11 Cameron Cameron St	n St												
(50) (17) (522) Millwood Ave	City of Winchester	0.86	17000	G	97%	0%	2%	0%	1%	0%	С	0.087	F	0.521	19000	G
	Tax		Bus US 50			1—										
(50) (17) (522) Jubal Early Drive	City of Winchester	0.09	26000	G	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	G
\bigcirc	To- From:		I-81]—										
(50) (17) (522) Millwood Ave	City of Winchester (Maint: 34)	0.09	26000	G	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	G
\times\time	To: From:	EC	CL Winches	ter]—										
(50) (17) (522) Millwood Pike	Frederick County	0.16	19000	G	91%	1%	4%	2%	2%	0%	С	0.084	F	0.603	20000	G
* * * * * * * * * * * * * * * * * * *	To- From:		2 Front Roy]—										
(50) (17) Millwood Pike	Frederick County	2.71	19000	G	91%	1%	4%	2%	2%	0%	С	0.084	F	0.603	20000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		Carpers Va			]					_		_			_
(50) (17) Millwood Pike	Frederick County	2.72	11000 ke County l	G	91%	1% <b>7</b>	4%	2%	2%	0%	F	0.088	F	0.699	11000	G
	From:		rick County													
(50) (17)	Clarke County	1.67	12000	F	95%	1%	1%	1%	2%	0%	F	0.093	F	0.68	12000	F
<u> </u>	To: From:	US 34	10 South of	Boyce		}—										
(50) (17)	Clarke County	2.83	13000	F	95%	1%	1%	1%	2%	0%	F	0.094	F	0.717	14000	F
<u></u>	To: From:		SR 255			]										_
[50] [17]	Clarke County	1.97	13000	F	95%	1%	1%	1%	2%	0%	С	0.097	F	0.710	13000	F
	To- From:		East of Mi			]										
50 17 John S Mosby Hwy	Clarke County	3.44	14000 uier County	F	95%	1% <b>¬</b>	1%	1%	2%	0%	F	0.095	F	0.699	15000	F
	From:		uier County ke County l			1										
(50) (17) John S Mosby Hwy	Fauquier County (Maint: 53)	1.11	14000	G	93%	1%	4%	0%	2%	0%	С	0.088	F	0.737	14000	G
~ ~	To:	US 17 V	Vinchester F	Rd, Paris												

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	le set addaddara	Laurandla AADT		4.7.	D		Tru	ck		00	K	01/	Dir	A A)A/DT	014
Route	Jurisdiction	Length <b>AADT</b>	' QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Company of the Compan	From:	US 17 Winchester		0.40/	40/	40/	00/	40/	00/	_	0.400	_	0.000	7000	_
50 John S Mosby Hwy	Fauquier County (Maint: 53)	5.71 <b>7000</b> Loudoun Coun	G tv Lina	94%	1% <b>⊤</b>	4%	0%	1%	0%	F	0.102	F	0.826	7000	G
	From:	Fauquier Coun	2												
50 John S Mosby Hwy	Loudoun County	0.08 <b>8200</b>	G	94%	1%	4%	0%	1%	0%	С	0.097	F	0.821	8200	G
	To:	30-623 E; Rok	eby P.d												
50 John S Mosby Hwy	Loudoun County	0.52 <b>8000</b>	G	94%	1%	4%	0%	1%	0%	F	0.097	F	0.816	8100	G
30) 00: 0 1110025) 1 1111	To:	Fauquier Coun		0 170	٦	170	070	170	070	•	0.007	•	0.010	0.00	Ŭ
~~~	From:	Loudoun Coun													
50 John S Mosby Hwy	Fauquier County (Maint: 53)	2.10 7700	G	94%	0%	3%	1%	2%	0%	С	0.091	F	0.802	7700	G
~	Tay	53-611 Saint L	ouis Rd		1										
50 John S Mosby Hwy	Fauquier County (Maint: 53)	2.03 10000		94%	0%	3%	1%	2%	0%	F	0.095	F	0.726	10000	G
	To:	Loudoun Coun	ty Line												
~~	From:	Fauquier Coun	•												
50 John S Mosby Hwy	Loudoun County	0.63 12000	G	94%	0%	3%	1%	2%	0%	F	0.094	F	0.743	12000	G
<u> </u>	To- From:	WCL Middle	eburg		 										
50 Washington St W	Town of Middleburg (Maint: 53)	0.61 12000	G	94%	1%	4%	0%	1%	0%	С	0.094	F	0.75	13000	G
	To:	W 53-626 The F	Plaine Rd		1										
50 Washington St	Town of Middleburg (Maint: 53)	0.65 11000		94%	1%	4%	0%	1%	0%	F	0.091	F	0.721	11000	G
30) 1. acgtc et				0.70	۰٬٬۰	.,,	0,70	.,,	0,0	•	0.00	•	···-·		
50 John S Mosby Hwy	Loudoun County	ECL Middle 5.89 10000		95%	0%	3%	0%	1%	0%	С	0.088	F	0.731	10000	G
50 John S Mosby Hwy	Loudouri County	5.69 10000	· G	95%	U70	370	070	170	076	C	0.000	Г	0.731	10000	G
~	To. From:	US 15 Near			<u> </u>										
50 John S Mosby Hwy	Loudoun County	5.75 17000	G	94%	1%	4%	1%	1%	0%	С	0.108	F	0.843	17000	G
~	To- From:	53-827 Pinebro	ook Rd]										
50 John S Mosby Hwy	Loudoun County	0.51 17000	N	94%	1%	4%	1%	1%	0%	Ν	NA			17000	Ν
~	To- From:	53-606 Old C	Ox Rd		1										
50 John S Mosby Hwy	Loudoun County	2.75 29000		94%	1%	4%	1%	1%	0%	F	0.092	F	0.683	29000	G
	To:	Fairfax Count	y Line												
~	From:	Loudoun Coun			J					_					_
50 Lee Jackson Hwy	Fairfax County	2.06 33000	F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.711	37000	F
~	To: From:	SR 28 Dulles	Airport]										
50 Lee Jackson Hwy	Fairfax County	3.18 71000	F	97%	0%	1%	1%	1%	0%	С	0.087	В	0.506	71000	F
\checkmark	Tax	29-7100 Fairfax Co	ounty Pkw	1	—										
50 Lee Jackson Hwy	Fairfax County	1.30 81000		97%	0%	1%	1%	1%	0%	F	0.078	F	0.503	81000	F
30)	To	20 (00 W ++	0. D.I.		7										
50 Lee Jackson Hwy	Fairfax County	29-608 West 0		97%	0%	1%	1%	1%	0%	F	0.073	F	0.622	119000	F
50 Lee Jackson Hwy	i airiax County		У Г	3170	U 70	1 70	1 /0	1 70	U 70	Г	0.073	ı-	0.022	118000	Г
~	To- From:	I-66		0701		401	461	461	001		0.6==		0.500	05000	
[50] Lee Jackson Hwy	Fairfax County	0.82 65000	F	97%	0%	1%	1%	1%	0%	F	0.077	F	0.596	65000	F
~	To: From:	WCL Fair	fax		}										
50 Lee Jackson Hwy	City of Fairfax	0.57 62000	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.552	62000	G
\checkmark	To:	US 29 S			1										

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2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	Fro	m:	S RT 29													
50 29 Lee Hwy	City of Fairfax	0.96	33000	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.736	36000	G
\bigcirc	g Fro	SR 12	3 Chain Brid	dge Rd		 										
(50) (29) Lee Hwy	City of Fairfax	0.21	36000	G	98%	0%	1%	0%	0%	0%	F	0.076	F	0.608	39000	G
		in I	University D	r		—										
50 29 Lee Hwy	City of Fairfax	0.59	40000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.592	44000	G
		Pla	ntation Park	wav		1										
(50) (29) Lee Hwy	City of Fairfax	0.68	38000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.631	42000	G
	,	in:	Draper Drive	2												
50 29 Lee Highway	City of Fairfax	0.28	40000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.677	44000	G
(30) (29) 23 13	1	fo:	N RT 29			1										
\sim	Fro	m:	US 29 N													
(50) (237) Arlington Blvd	City of Fairfax	0.28	35000	G	95%	1%	1%	2%	2%	0%	С	0.086	F	0.525	35000	G
	Fro	SR SR	237 Pickett			}										
(50) Arlington Blvd	City of Fairfax	0.03	45000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.593	45000	G
	ro Fro	m:	ECL Fairfax	ζ		}										
(50) Arlington Blvd	Fairfax County	2.77	43000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.591	43000	G
	Fro	in:	I-495			}										
50 Arlington Blvd	Fairfax County	3.24	57000	F	99%	0%	1%	0%	0%	0%	С	0.088	В	0.503	58000	F
<u> </u>	1 Fro	For-	SR 7													
750 Arlington Blvd	Fairfax County	1.30	53000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.641	57000	G
\smile	1		gton County													
750 Arlington Blvd	Arlington County	2.03	fax County 1 61000	Line G	99%	J 0%	1%	0%	0%	0%	F	0.096	F	0.675	66000	G
(50) Arlington Blvd	Annigion County				9970	70	1 /0	0 70	070	0 70	'	0.030	'	0.075	00000	U
Adjusted Divid	Arlington County	SR 1.06	62000	Rd G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.605	66000	G
(50) Arlington Blvd	Arlington County				99%	U%	170	0%	U%	0%	Г	0.094	Г	0.695	00000	G
Aulia atau Dhul	Fro	III.	Washington		000/		40/	00/	00/	00/		0.4		0.007	00000	
50 Arlington Blvd	Arlington County	1.93	58000	G	99%	0% 1	1%	0%	0%	0%	F	0.1	F	0.627	62000	G
	Fro					1										
(50) (522) (11) (522) Braddock		0.17	Boscawen S NA	τ		J						NA			NA	
(50) (522) (11) (522) Braddock	Combined Traffic Estimates for Parallel Roadwa											NA			NA	
	Tamo Estimates for Farana Redawi		Piccadilly St	t		1						100			14/1	
~~~	Fro	m:	Braddock St	į											,	
(50) (7) (522) Piccadilly St	City of Winchester	0.18	7300	G	89%	1%	2%	5%	3%	0%	F	0.086	F		7900	G
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadwa			G	89%	1% T	2%	5%	3%	0%	F	NA			12000	G
	Fro		Cameron St Piccadilly St	t												
(50) $(11)$ $(11)$ $(522)$ Cameron S	St City of Winchester	0.17	12000	G	89%	2%	4%	5%	1%	0%	F	0.086	F		12000	G
(4°)('')(b')( <del>'''</del> )	Combined Traffic Estimates for 2 Parallel Roadwa	ove on this Pouts:	12000	G								NA			NA	
$\Leftrightarrow \Leftrightarrow \Leftrightarrow \Leftrightarrow$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route.	12000	•								INA			INA	

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deute	li uia diatian	1	AADT		4Tine	Dura		Tru	ck		00	K	OK	Dir	AAWDT	OW/
Route	Jurisdiction	Length			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
Compress S	City of Wineheater	0.53	Boscawen St 6000	G	89%	20/	4%	5%	10/	00/	_	0.082	F		6500	C
50 11 522 Cameron S	t City of Winchester  Combined Traffic Estimates for 2 Parallel Roadway		15000	G	93%	2% 1%	4% 3%	5% 2%	1% 1%	0% 0%	C C	0.062 NA	Г		16000	G G
	To:		50 Gerrard		3370		370	270	1 70	0 70		14/3			10000	
	From:	W US	58; Riversi	de Dr												
(51)	Pittsylvania County	0.16	3400	N	98%	0%	1%	0%	0%	0%	Ν	0.104	Ν	0.542	3700	N
<u> </u>	Ta- From:	W	CL Danvill													
(51) Westover Dr	City of Danville	3.03	3400	F	98%	0%	1%	0%	0%	0%	F	0.104	F	0.542	3700	F
	To- From:		amberth Dr			]										
(51) Westover Dr	City of Danville	1.33	5900	F	98%	0%	1%	0%	0%	0%	С	0.088	F	0.579	6500	F
	To- From:		lair Loop Ro			}—										
(51) Westover Dr	City of Danville	0.70	9400	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.550	10000	F
	To- From:		Park Ave		2221	]	201		201	201						
(51) Westover Dr	City of Danville	0.98	<b>8000</b> 58; Riversio	F In Dr	98%	0% 7	2%	0%	0%	0%	С	0.091	F	0.52	8700	F
	From:		Carolina Stat			1										
52	Carroll County	4.41	7300	G	93%	0%	3%	0%	2%	0%	С	0.084	F	0.613	7400	G
	To-		17-691			1										
52	Carroll County	5.01	4700	G	93%	0%	3%	0%	2%	0%	F	0.084	F	0.598	4800	G
	To		SR 148			1—										
52	Carroll County	0.09	3500	G	93%	0%	3%	1%	2%	0%	С	0.087	F	0.509	3600	G
	To: From:	0.0	9 MN SR 1	48												
52	Carroll County	4.72	3500	N	93%	0%	3%	1%	2%	0%	Ν	0.087	Ν	0.509	3600	N
	Ta- From:	17-	702 Stable l	Rd		}—										
52	Carroll County	0.28	3500	N	93%	0%	3%	1%	2%	0%	Ν	0.087	Ν	0.509	3600	N
	To- Fram:		SCL Hillsv			]										
52	Town of Hillsville (Maint: 17)	1.92	3500	N	93%	0%	3%	1%	2%	0%	N	0.087	N	0.509	3600	N
	To: From:		US 58		/	]										
52	Town of Hillsville (Maint: 17)	1.71	2200	G	92%	0%	3%	4%	1%	0%	F	0.089	F	0.647	2200	G
	To- From:		CL Hillsvill		000/		00/	40/	40/	00/		0.000		0.047	0000	
52	Carroll County	1.69	2200	N	92%	0%	3%	4%	1%	0%	N	0.089	N	0.647	2200	N
	Ta- From: Carroll County	3.15	17-705 <b>1800</b>	G	92%	0%	3%	4%	1%	0%	F	0.088	F	0.601	1800	G
52	Carron County	J. 15		G	9270	U% ¬	370	470	170	U%	г	0.008	г	0.001	1000	G
	Ta- From I Carroll County	4.46	17-620 <b>770</b>	G	92%	0%	3%	4%	1%	0%	С	0.089	F	0.584	780	G
52	To:		he County I		<i>3∠</i> /0	7	J /0	<b>→</b> /0	1 /0	U /0	C	0.009	'	0.004	700	G
	From:	Carr	oll County I	Line												
52	Wythe County	0.31	2500	F	92%	0%	3%	4%	1%	0%	F	0.158	F	0.669	2500	F
	10:	98-6	07 Poplar C	amp												

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### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			iu iiileisiali	- 1.00				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		07 Poplar Can	_		]										
[52]	Wythe County	3.16	2500	F	92%	0%	3%	4%	1%	0%	F	0.155	F	0.652	2600	F
	Tal From: U Wythe County	5.12	98-619 2600	F	91%	1%	2%	3%	3%	0%	С	0.137	F	0.576	2700	F
52	wythe county	5.12	98-736		3170	7	2 70	370	370	0 70	U	0.137	'	0.570	2700	'
52	From: W ythe County	0.87	9000	F	91%	1%	2%	3%	3%	0%	F	0.105	F	0.632	9300	F
	To- From:		S I-81													
(52) (81) (77) (11)	Wythe County	2.31			S	See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	50000	F	72%	1%	1%	0%	24%	2%	F	NA			47000	F
	To From:		F-43			<u> </u>										
[52] [81] [77] [11]	Wythe County	2.37	E2000	_					raffic vo			s for this	-		E0000	_
	Combined Traffic Estimates for 2 Parallel Roadway			F	72%	1%	1%	0%	24%	2%	С	0	Α	0.501	50000	F
	Town of Wytheville (Maint: 98)		CL Wytheville)		See I-8	1 for dire	ectional t	raffic vo	nlume es	timate	es for this	sean	nent		
[52] [81] [77] [11]	Combined Traffic Estimates for 2 Parallel Roadway		52000	F	72%	1%	1%	0%	24%	2%	С	NA	ocgii	TOTAL.	50000	F
	To		US 11			1										
(52) (81) (77)	Town of Wytheville (Maint: 98)	1.29	0011		5	See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	49000	F	72%	1%	1%	0%	24%	2%	F	NA			45000	F
~~~	To: From:		77 Wytheville			}——										
[52] [81]	Town of Wytheville (Maint: 98)			_								s for this	segn	nent.		_
	Combined Traffic Estimates for 2 Parallel Roadway		<b>29000</b> ON I-81 SB R	FAMP	77%	1% 7	1%	1%	19%	1%	F	NA			29000	F
	From:	HOLDI	I-81	CI LIVII												
52	Town of Wytheville	1.92	2500	F	97%	1%	1%	1%	1%	0%	С	0.09	F	0.568	2800	F
	To- From:		CL Wytheville			]							_			
52	Wythe County	2.67	1100	F	96%	1% -	1%	1%	1%	0%	С	0.094	F	0.586	1200	F
	Wythe County	7.32	98-680 <b>710</b>	F	95%	0%	2%	1%	2%	0%	С	0.11	F	0.659	730	F
52	vv yule County		nd County Lin		9070	7	∠70	1 70	∠70	U 70	U	0.11	Г	0.009	130	ı.
~~	From	Wyt	he County Lir	ne		]										
52	Bland County	4.18	250	F	96%	1% <b>⊤</b>	1%	1%	1%	0%	F	0.119	F	0.552	250	F
	From		Vest of Bland West of Bland													
(52) (42)	Bland County	3.97	2000	F	96%	1%	1%	1%	1%	0%	F	0.086	F	0.76	2000	F
~ ~	To- From:	I-77 W	est of Bland (	C.H.												
(52) (42)	Bland County	0.91	4000	F	95%	1%	2%	0%	1%	0%	F	0.088	F	0.54	4100	F
$\stackrel{\smile}{\longrightarrow}$	To: From:		42 Bland C.H			]										
52	Bland County	4.58	940	F	95%	1%	2%	0%	1%	0%	F	0.115	F	0.679	970	F
	To:		10-615 S			I										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			ale No				Ŧ	-1-			1/				
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
Bland County	2.05	10-615 S <b>1700</b>	F	95%	1%	2%	0%	1%	0%	С	0.112	F	0.535	1700	F
From Bland County	6.14	10-666 <b>480</b>	F	91%	1%	5%	1%	2%	0%	С	0.129	F	0.567	490	F
Bland County	0.06	SR 61 <b>480</b>	N	91%	1%	5%	1%	2%	0%	N	0.129	N	0.567	490	N
Ta: From: Bland County	I-77 \ 0.40	W of Rocky	Gap <b>F</b>	95%	2%	1%	2%	1%	0%	С	0.102	F	0.555	2300	F
Bland County	SR 6	11 N Rocky	Gap <b>F</b>	96%	0%	1%	1%	1%	0%	С	0.114	F	0.797	1100	F
From: Bland County	0.70	I-77		5	]——— See I-7	7 for dire	ectional to	raffic vo	lume es	timate	s for this	segn	nent.		
Combined Traffic Estimates for 2 Parallel Roadways			<b>F</b> te Line	78%	1%	1%	0%	19%	1%	F	NA			23000	F
Albemarle County	1.75	SR 20 <b>10000</b>	F	98%	0%	1%	1%	0%	0%	F	0.107	F	0.669	11000	F
Albemarle County	1.42	8700	F	98%	0%	1%	1%	0%	0%	F	0.115	F	0.888	8900	F
Albemarle County	2.56	5100	F	98%	0%	1%	1%	0%	0%	С	0.126	F	0.887	5200	F
Albemarle County	3.78	8500	F Line	98%	0%	1%	1%	0%	0%	F	0.112	F	0.742	8600	F
Fluvanna County				95%	1%	2%	0%	1%	0%	С	0.091	F	0.689	5300	(
Fluvanna County	3.28	32-660 <b>2900</b>	G	98%	0%	1%	1%	0%	0%	F	0.089	F	0.510	2900	G
From:Hanover County				97%	0%	1%	0%	1%	0%	F	0.099	F	0.669	3500	C
Hanover County	5.01	42-671 <b>4700</b>	G	97%	0%	1%	0%	1%	0%	С	0.098	F	0.710	4700	(
Hanover County	1.71	42-687 <b>8200</b>	G	97%	0%	1%	0%	1%	0%	F	0.09	F	0.706	8300	(
Town of Ashland	0.96	8800	d G	97%	1%	1%	0%	1%	0%	С	0.110	F	0.591	9500	(
From	1	Dewey Street			1										
	Bland County  Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County  Albemarle County  Albemarle County  Albemarle County  From  Hanover County  Hanover County  Hanover County	Bland County	Bland County	Bland County	Bland County   2.05   1700   F   95%	Bland County	Bland County	Bland County   Bland Bland County   Bland Bland Bland County   Bland B	Bland County   Blan	Bland County   Coun	Bland County   1-70   10-615 S   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-70   1-	Second   S	Bland County   Coun	Length AAD   QA   41/10   Bus   2AADe 3+Abde   1Trail   2Trail   QC   Factor   VI   Factor   VI	Bland County   Coun

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Hanover Av			]										
(54) England St	Town of Ashland	0.56	15000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.537	17000	G
	To- From:		Washington		0.40/		40/	40/	00/	00/		0.000	_	0.500	20222	
54 England St	Town of Ashland	0.59	21000	G	94%	1%	1%	1%	3%	0%	С	0.088	F	0.506	22000	G
Detriel Henry Dd	To From:	0.04	I-95	_	0.40/	10/	40/	40/	00/	00/		0.000		0.504	4700	
54 Patrick Henry Rd	Town of Ashland	0.81	4300	G	94%	1%	1%	1%	3%	0%	F	0.093	F	0.561	4700	G
Datrial Harris Dd	Ta- From:		ECL Ashlan		070/		40/	40/	40/	00/		0.00	_	0.044	0000	
54 Patrick Henry Rd	Hanover County	4.82	3500 Hanover Cor	G	97%	0%	1%	1%	1%	0%	С	0.09	F	0.641	3800	G
	From				<del>2</del>	<del>                                     </del>										
(55) (48) Wardensville Pike	Frederick County	4.83	Virginia Star 1900	B Line	92%	0%	1%	1%	5%	0%	С	0.128	Α	0.711	1800	В
55 (48) Wardensville Pike	Todaliok County				0270	7	1 70	170	070	070	Ü	0.120	,,	0.711	1000	
(55) (48) Wardensville Pike	Frederick County	0.70	1-600 Pifer I 2900	G	92%	0%	1%	1%	5%	0%	F	0.081	F	0.748	2600	G
(55) (46) Walderleville Filte	To:		ndoah Coun	_	0270	7	170	1,0	0,0	070	·	0.001		0.7 10	2000	Ū
	From:		erick County													
55) 48 Wardensville Pike	Shenandoah County	4.90	3100	G	92%	0%	1%	1%	5%	0%	F	0.084	F	0.686	2800	G
	To: From:		8 Lebanon C			<u> </u>										
55 (48)	Shenandoah County	3.83	3800	G	92%	0%	1%	1%	5%	0%	F	0.079	F	0.577	AAWDT  17000  22000  4700  3800  1800  2600  2800  3400  3700  3300  13000  7200  4200  3600  3600  5900  9000	G
	To- From:	2.22	I-81		0=0/	<u> </u>	40/	40/	40/	201			_		17000 22000 4700 3800 1800 2600 2800 3400 3700 3300 13000 7200 4200 3600 3600 5900	
55	Shenandoah County	0.99	3700	G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.509	3700	G
	From:		/CL Strasbu		0=0/		40/	401	40/							
55	Town of Strasburg (Maint: 85)	0.64	3200	G	97%	0%	1%	1%	1%	0%	С	0.078	F	0.616	3300	G
	To- From:		1 Massanutt			<del></del>							_			
(55) (11)	Town of Strasburg (Maint: 85)	0.23	13000	G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.524	13000	G
	To- From:		1 Massanutt		2.10/	<u> </u>	40/	401	201		_					
55	Town of Strasburg (Maint: 85)	0.60	7100	G	94%	0%	1%	1%	3%	0%	С	0.086	F	0.533	7200	G
	From	0.50	Eberly St		0.40/		40/	40/	00/	00/		0.007	_	0.544	4000	
55 King Street	Town of Strasburg (Maint: 85)	0.58	4100	G	94%	0%	1%	1%	3%	0%	F	0.087	F	0.514	4200	G
	From:		CL Strasbu	_	222/	<u> </u>	40/	401	40/							
(55)	Shenandoah County	0.99	3500 ren County	G	96%	0%	1%	1%	1%	0%	С	0.094	F	0.582	3600	G
	From		ndoah County			1										
55	Warren County	4.91	3500	N	96%	0%	1%	1%	1%	0%	Ν	0.094	Ν	0.582	3600	Ν
	To:		93-626			<b>—</b>										
55	Warren County	2.30	5800	G	96%	1%	2%	0%	1%	0%	С	0.082	F	0.625	5900	G
	To:	W	CL Front Ro	oyal		<b>—</b>										
55 Strasburg Rd	Town of Front Royal	0.90	8300	G	94%	1%	2%	2%	1%	0%	С	0.095	F	0.615	9000	G
	To	1	US 340; 522	2												

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

						_		Tru	ıck			K	016	Dir		0111
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
(55) (522)(340) Shenandoah Av	ve Warren County	0.45	US 522 <b>26000</b>	N	96%	0%	1%	1%	1%	0%	N	0.083	N	0.505	27000	N
(55) (522)(340) Shenandoah Av	ve Town of Front Royal	0.34	L Front Roy <b>26000</b>	al <b>G</b>	96%	] <del></del>	1%	1%	1%	0%	F	0.083	F	0.505	27000	G
	To:	CI	14 ST			1										
55) (522) (340) 14th Street	Town of Front Royal	0.24	22000	G	96%	」 _ 0%	1%	1%	1%	0%	F	0.080	F	0.526	22000	G
	From:	No	orth Royal A 14TH ST	ve												
55 (522)(340) North Royal Ave	e Town of Front Royal	0.35	24000	G	96%	0%	1%	1%	1%	0%	С	0.080	F	0.527	24000	G
<u> </u>	From:		S 522,SR 34 522 & RT													
55 340 North Royal Ave	Town of Front Royal	0.25	13000	G	98%	0%	1%	0%	1%	0%	F	0.078	F	0.542	14000	G
55 340 North Royal Ave	Town of Front Royal	0.57	6th St <b>16000</b>	G	98%	0%	1%	0%	1%	0%	С	0.075	F	0.505	17000	G
<del>***</del>	To- From:		E Main St			}—										
55 340 South Royal Ave	Town of Front Royal	0.40	15000	G	97%	0% ¬	1%	1%	1%	0%	С	0.077	F	0.514	16000	G
55 South St	Town of Front Royal	0.54	US 340 <b>13000</b>	G	94%	1%	3%	1%	1%	0%	С	0.083	F	0.572	14000	G
55 John Marshall Hwy	Town of Front Royal	1.72	US 522 <b>12000</b>	G	95%	0%	2%	1%	1%	0%	С	0.095	F	0.667	13000	G
	Ta- From:		CL Front Ro	-		]——										
55)	Warren County	2.98	11000	G	98%	0% ¬	1%	0%	1%	0%	С	0.093	F	0.742	11000	G
55	Warren County	1.35	SR 79 3700	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.574	3700	G
	From:		uier County rren County												27000 22000 24000 14000 17000 16000 14000 13000 11000	
55 John Marshall Hwy	Fauquier County	8.91	910	G	85%	0%	3%	12%	1%	0%	С	0.101	F	0.75	900	G
(55) (17) Winchester Rd	Fauquier County	0.64	South of De 9200	laplane <b>G</b>	83%	1%	2%	1%	13%	0%	F	0.079	F	0.644	8900	G
(33) (17)	Combined Traffic Estimates for 2 Parallel Roadways o		9200	G		7		.,,				NA				
	To: From:		I-66 US 17													
(55) (66) (17)	Fauquier County	3.36	0017		5	See I-6	6 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	<b>39000</b> SR 55	G	88%	1% 7	2%	0%	8%	0%	F	0.077	F	0.735	38000	G
Bus (55) 17 Main St West	From: Fauquier County	I- 66 US 0.98	17 North of <b>7100</b>	`Marshal	l 95%	1%	3%	1%	1%	0%	F	0.094	F	0.615	7100	G
33) (17) Main St Wast	Tadquisi Godiny				0070	. // 7	570	. 70	. 70	<b>3</b> /0	•	0.00→	•	0.010	. 100	J
55 Main St East	Fauquier County	2.04	5100	Shall <b>G</b>	95%	1%	3%	1%	1%	0%	С	0.094	F	0.667	5100	G
	10:		30-709			J										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	2500 2500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900 440	Q۷
	From:		30-709			1										
55) John Marshall Hwy	Fauquier County	2.15	2500	G	95%	1%	3%	1%	1%	0%	F	0.087	F	0.615	2500	G
	Tac	W	CL The Pla	nins		1										
55) Main St	Town of The Plains (Maint: 30)	0.32	2500	N	95%	1%	3%	1%	1%	0%	Ν	0.087	Ν	0.615	2500	Ν
	To		SR 245												2500 2500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900	
Main Street	Town of The Plains (Maint: 30)	0.22	1500	G	95%	1%	2%	1%	1%	0%	С	0.097	F	0.576	1500	G
33)	To					٦									2500 2500 1500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900 440	
55) John Marshall Hwy	Fauquier County	4.47	CL The Plai <b>1500</b>	ins N	95%	1%	2%	1%	1%	0%	N	0.097	N	0.576	1500	١
55 John Marshall Hwy	Tadquiei County		Villiam Cou			7	2 /0	1 /0	1 /0	0 76	IN	0.097	IN	0.570	1300	1
	From:		uier County													
55	Prince William County	3.70	3600	G	97%	0%	1%	1%	1%	0%	С	0.134	F	0.836	3600	(
	To	US 15	W OF Hay	market		1										
55	Prince William County	0.01	8600	G	91%	1%	5%	2%	2%	0%	С	0.085	F	0.511	8500	(
300	To	W	CL Haymar	ulrat		7										
55	Town of Haymarket (Maint: 76)	0.84	8600	N	91%	1%	5%	2%	2%	0%	N	0.085	N	0.511	8500	1
55)	- Town of Flaymarket (Maint: 70)				0170	7	070	270	270	0 70	.,	0.000	.,	0.011	2500 2500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900 440	
$\overline{}$	Prince William County	1.48	CL Haymarl <b>8600</b>	ket <b>N</b>	91%	1%	5%	2%	2%	0%	N	0.085	N	0.511	2500 2500 1500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900 440	
55	Prince William County		29 Gainesy		91%	170 <b>7</b>	5%	270	270	0%	IN	0.065	IN	0.511	2500 2500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900 440	1
	From:					<u> </u>										
	Augusta County	0.17	1 Steeles T 1300	avern <b>G</b>	96%		2%	1%	0%	0%	F	0.097	F		2500 2500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900 440	(
56	To:		ridge Coun		30 /0	7	270	1 /0	070	0 70	•	0.031	•		1300	
	From:		usta County	-											2500 2500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900 440	
56	Rockbridge County	1.52	1400	G	96%	0%	2%	1%	0%	0%	С	0.094	F		2500 2500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900 440	(
	Tax	81-	-608 Vesuv	ius		1										
56	Rockbridge County	3.74	480	G	95%	1%	2%	1%	0%	0%	С	0.11	F		490	(
30)	To:	Nels	son County	Line		1										
	From:		ridge Coun	•												
56	Nelson County	8.65	170	G	89%	1%	8%	1%	1%	0%	С	0.104	F		170	(
	Ta- From:	(	62-687 Nasl	h		]										
56	Nelson County	7.65	790	G	93%	1%	3%	1%	2%	0%	F	0.087	F		790	(
	Ta-	62-6	80 Massies	Mill		1										
56	Nelson County	1.96	1300	G	93%	1%	3%	1%	2%	0%	С	0.108	F		1300	(
	To	CD 151	South of R	Pacaland												
56) (151)	Nelson County	2.56	2000	G	92%	1%	4%	2%	1%	0%	С	0.08	F	0.605	2500 2500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900 440	(
56 (151)	Troison county					٠,٠٠	1,0	270	170	070	Ū	0.00	·	0.000	1000	•
	Noloon County	0.20	North of Pir <b>440</b>	ney River <b>G</b>	89%	1%	5%	2%	2%	0%	F	0.10F	F		440	
56	Nelson County	0.20	440	G	09%	1%	ე%	∠%	∠%	U%	г	0.105	г		440	(
	To- From:		North of P			}										
56	Nelson County	4.83	1300	G	89%	1%	5%	2%	2%	0%	С	0.085	F		1300	C
	To:	US 2	29 Near Co	lleen											2500 1500 1500 3600 8500 8500 1300 1400 490 170 790 1300 1900 440	

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

-						_		Tru	ıck			K		Dir		
Route	Jurisdiction	•	AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT  13000  3200  2100  800  310  290  1400  2600  3400  8100  10000  11000  16000  2200  2300	QW
Thomas Nalson Llus	Noloon County	US 2 4.28	29 Near Col <b>14000</b>	leen <b>G</b>	87%	] 1%	2%	10/	00/	00/	_	0.074	_	0.500	12000	G
56 (29) Thomas Nelson Hwy	Nelson County				87%	1%	2%	1%	9%	0%	г	0.074	г	0.590	13000	G
Bus	To- From:	US 29 S	South of Lov	ingston					Axide 1Trail 2Trail QC Factor QK Factor AAWDT							
56 29	Nelson County	0.30	3200	G	95%	1%	3%	1%	1%	0%	С	0.086	F	0.563	3200	G
	To- From:	BUS	US 29 Lovir			]									3200 2100 800 310 290 1400 2600 3400 8100 10000 11000 16000 2200	
56	Nelson County	3.79	2100	G	95%	1%	3%	1%	1%	0%	С	0.091	F		2100	G
	Ta- From:		-639 Shipma												13000 3200 2100 800 310 290 1400 2600 3400 8100 10000 16000 16000 2200 2300	
56	Nelson County	8.03	800	G	95%	1%	3%	1%	1%	0%	F	0.094	F		13000 3200 2100 800 310 290 1400 2600 3400 8100 10000 11000 16000 2200 2300	G
	To- From:		62-626			]									13000 3200 2100 800 310 290 1400 2600 3400 8100 10000 11000 16000 2200 2300	
56	Nelson County	2.72	310	G	85%	0%	6%	1%	8%	0%	С	0.124	F		310	G
<u> </u>	To: From:		gham County I	-												
56	Buckingham County	2.65	280	F	82%	J 0%	7%	3%	7%	0%	С	0.098	F		290	F
56	To-		14-604	•	0_70	7	. , ,	0,0	. , ,	0,70	Ū	0.000	•			•
56	From: L_ Buckingham County	7.82	1400	F	82%	0%	7%	3%	7%	0%	F	0.098	F		1400	F
(30)	Ta-		Dentons C		0270	7	. 70	0,0	1 70	070	•	0.000	•		13000 3200 2100 800 310 290 1400 2600 3400 11000 16000 16000 2200 2300	
	From:		SR 8			1										
57	Patrick County	7.88	2600	G	89%	1%	4%	2%	5%	0%	С	0.087	F	0.523	2600	G
	To-	SR 346 F	airy Stone S	State Parl		1										
57	Patrick County	2.98	3300	G	89%	1%	4%	2%	5%	0%	F	0.098	F	0.547	3400	G
	To		nry County L													
	From:		ick County I		070/	10/	00/	40/	40/	00/	_	0.000	_	0.044	0400	_
57	Henry County	3.77	7900	F	97%	1%	0%	1%	1%	0%	Г	0.092	F	0.644	8100	F
Friends Badelles	From:	0.00	44-904		070/	40/	00/	40/	40/	00/		0.000		0.055	40000	
[57] Fairystone Park Hwy	Henry County	2.09	10000	F	97%	1%	0%	1%	1%	0%	C	0.092	F	0.655	10000	F
	From:		57 Alt Bass		000/		00/	00/	40/	00/	_	0.00	_	0.504	11000	
57	Henry County	2.83	10000	F	98%	0%	0%	0%	1%	0%	C	0.09	F	0.564	11000	F
	To- From:		003 Stanleyt		/	<u> </u>							_			
57	Henry County	1.01	16000	F	98%	0% 7	0%	0%	1%	0%	F	0.091	F	0.523	16000	F
	From:		20 Bassett F onal Class C													
(57) (220)	Henry County	0.69	17000	F	82%	1%	2%	1%	13%	1%	F	0.073	F	0.522	16000	F
	Too	US 220 S	outh of Bass	sett Fork	s	1									13000 3200 2100 800 310 290 1400 2600 3400 11000 16000 16000 2200 2300	
57	Henry County Henry County	0.40	2100	F	98%	0%	0%	1%	0%	0%	F	0.1	F	0.595	2200	F
	To-	Colliney	ille Urban B	Roundary		1									13000 3200 2100 800 310 290 1400 2600 3400 8100 10000 16000 16000 2200 2300	
57	From: <u></u> Henry County	1.28	2200	<b>F</b>	98%	0%	0%	1%	0%	0%	F	0.096	F	0.587	2300	F
			1-609 Fielda	مام												
57	From: L Henry County	2.41	8000	F	98%	0%	0%	1%	0%	0%	С	0.09	F	0.553	1400  523 2600  547 3400  644 8100  655 10000  564 11000  523 16000  522 16000  595 2200  587 2300	F
(31)			CL Martinsv		,0	7 - / -	- / 0	. , •	- / •	- / 0	-		-		13000 3200 2100 800 310 290 1400 2600 3400 11000 16000 16000 2200 2300	•

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	WCL Martin	sville												
57 Fayette Street	City of Martinsville	0.93 <b>3500</b>	F	99%	1%	0%	0%	0%	0%	F	0.101	F	0.520	3800	F
	To- From:	Pine Hall	Rd		1—										
57) Fayette St	City of Martinsville	0.34 <b>4400</b>	F	99%	1%	0%	0%	0%	0%	С	0.094	F	0.544	4900	F
	To: From:	US 220 Memor	ial Blvd		1										
Bus (57) (220) Memorial Blvd	City of Martinsville	0.85 13000	) F	96%	1%	1%	1%	2%	0%	С	0.085	F	0.512	14000	F
57) (220) WETHORIZE BIVE	Oity of Martinsvine			3070	7	170	1 /0	270	070	O	0.005	•	0.512	14000	'
Bus	From:	Broad S													-
(57) (220) Memorial Blvd	City of Martinsville	0.25 <b>1800</b> 0	F	96%	1%	1%	1%	2%	0%	F	0.087	F	0.558	20000	F
Bus	Ta: From:	US 58; BUS U	JS 220		}—										
57 58 Starling Ave	City of Martinsville	0.85 <b>1100</b> 0	F	98%	0%	0%	0%	1%	0%	С	0.086	F	0.583	12000	F
	Too	Mulberry	DΑ		1										
Bus	From:	-		000/		00/	00/	40/	00/	_	0.004	_	0.530	40000	_
57 (58) Starling Ave	City of Martinsville	0.15 <b>9100</b> Church S	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.576	10000	F
Bus	From:	Starling A													
(57) (58) Church Street	City of Martinsville	0.10 <b>1100</b> 0	F	98%	0%	1%	1%	1%	0%	С	0.09	F	0.565	12000	F
	Tax	Church St	Ext		1—										
Bus 57 58 Church Street	City of Martinsville	0.28 11000		98%	<b>-</b> 0%	1%	1%	1%	0%	F	0.092	F	0.575	13000	F
57 (58) Church Street	City of ivial till sville			90 /0	7	1 /0	1 /0	1 /0	0 /6	'	0.092	•	0.575	13000	1
Bus	To: From:	Fairy S	<u> </u>												
(57) (58) Church Street	City of Martinsville	0.26 <b>1100</b> 0	F	98%	0%	1%	1%	1%	0%	F	0.095	F	0.645	12000	F
Bus	Ta: From:	Brookdale	St		]										
57) 58 Church Street	City of Martinsville	0.13 <b>1500</b> 0	) F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.589	16000	F
	Too	Hooker S			1										
Bus	From:			0=0/		407	201	407	00/			_			_
57 (58) Church Street	City of Martinsville	0.77 <b>1800</b> 0	) F	97%	1%	1%	0%	1%	0%	С	0.087	F	0.594	20000	F
Bus	Ta- From:	ECL Martin	sville		<u> </u>										
57 (58)	Henry County	0.54 <b>16000</b>	В	98%	0%	1%	0%	1%	0%	С	0.347	В	0.506	17000	В
	To: From:	US 58			1										
57	Henry County	9.82 <b>3700</b>	F	95%	1%	1%	1%	3%	0%	С	0.083	F	0.653	3800	F
	Ta:	44-647			<b>1</b>										
57	Henry County	2.98 <b>2000</b>	F	95%	1%	1%	1%	3%	0%	F	0.087	F	0.562	2100	F
	To:	Pittsylvania Cou													
	From:	Henry Count		0.40/	]	20/	40/	70/	00/	_	0.000	_	0.500	4000	_
57	Pittsylvania County	4.95 <b>1500</b>	F	84%	2%	3%	4%	7%	0%	F	0.089	F	0.529	1600	F
	To: From:	SR 41 Call		0.407		001	40/	70/	001		0.00		0.570	4000	
57	Pittsylvania County	3.24 1900	F	84%	2%	3%	4%	7%	0%	С	0.09	F	0.573	1900	F
	110	71-750			1										

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

			iu iiileisia					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
<b>E7</b>	From: Pittsylvania County	3.97	71-750 <b>1600</b>	F	84%	】 2%	3%	4%	7%	0%	F	0.092	F	0.56	1600	F
57	To To	0.07	71-799		0470	7	070	770	1 70	070	<u>'</u>	0.002	<u>'</u>	0.00	1000	
57	Pittsylvania County	3.94	2500	F	84%	2%	3%	4%	7%	0%	F	0.084	F	0.699	2500	F
	To- From:		71-1428 Eas			<del>]</del>										
57	Pittsylvania County	0.10	4300	F	84%	2%	3%	4%	7%	0%	F	0.081	F	0.536	4400	F
57	Town of Chatham (Maint: 71)	0.52	CL Chatha: 4300	m <b>N</b>	84%	2%	3%	4%	7%	0%	N	0.081	N	0.536	4400	N
	To- From:		BUS US 29	)		1—										
57 Bus 29	Town of Chatham (Maint: 71)	0.19	6600	N	97%	1%	1%	0%	1%	0%	N	0.08	N	0.574	6700	N
• •	Town of Chathara (Mainta 74)		BUS US 29 <b>1200</b>	F	000/	10/	40/	00/	40/	00/	_	0.004	_	0.504	1200	
57	Town of Chatham (Maint: 71)	0.18			96%	1% ¬	1%	0%	1%	0%	F	0.094	F	0.521	1600 2500 4400 4400	F
	Pittsylvania County	0.63	CL Chathar 1200	F F	96%	1%	1%	0%	1%	0%	С	0.098	F	0.605	1600 2500 4400 4400 6700 1200 1200 1200 1200 1400 940 770 790 760 740	F
	To- From:		US 29			1									1600 2500 4400 4400 6700 1200 1200 1200 1200 1400 940 770 790 760 740	
57	Pittsylvania County	3.48	1200	F	87%	2%	2%	2%	7%	0%	F	0.088	F	0.598	1600 2500 4400 4400 6700 1200 1200 1200 1200 1400 940 770 790 760 740	F
	Pittsylvania County	2.41	1-649 WES 1200	T F	87%	 2%	2%	2%	7%	0%	С	0.094	F	0.610	1600 2500 4400 4400 6700 1200 1200 1200 1200 1400 940 770 790 760 740	F
57)	Fillsylvaria County	2.41		г	0170	270 <b>7</b>	<b>2</b> 70	Z-70	170	070	C	0.094	F	0.010	2500 4400 4400 6700 1200 1200 1200 1200 1200 770 790 760 740 1100	Г
57 57 57 57	Pittsylvania County	1.38	71-895 <b>1200</b>	F	87%	2%	2%	2%	7%	0%	F	0.099	F	0.612	1200	F
	To- From:		71-640			<del>]</del>							_			
57	Pittsylvania County	0.52	1300	F	87%	2%	2%	2%	7%	0%	F	0.098	F	0.64	1400	F
57	Pittsylvania County	2.19	71-699 <b>920</b>	F	87%	2%	2%	2%	7%	0%	F	0.098	F	0.618	940	F
	To- From:		71-698													
57	Pittsylvania County	2.01	760	F	87%	2%	2%	2%	7%	0%	F	0.109	F	0.548	770	F
	To- From:		1-729 WES			]										
57       57	Pittsylvania County	0.56	770	F	87%	2%	2%	2%	7%	0%	F	0.110	F	0.53	790	F
57	Pittsylvania County	1.83	71-697 <b>750</b>	F	87%	2%	2%	2%	7%	0%	F	0.114	F	0.516	2500 4400 4400 6700 1200 1200 1200 1200 1400 940 770 790 760 740 1100	F
31)	To:		fax County	Line												
	From:		vania Count	*	000/		00/	40/	<b>-</b> 0/	00/	_	0.00=	_	0.500	740	_
57	Halifax County	3.53	740	G	90%	0%	2%	1%	7%	0%	F	0.085	F	0.596	740	G
57	Halifax County	1.64	41-844 <b>1000</b>	G	90%	0%	2%	1%	7%	0%	С	0.080	F	0.648	1100	G
	To		41-845	_		1					-					
57	Halifax County	3.62	1600	G	90%	0%	2%	1%	7%	0%	F	0.089	F	0.508	1600	G
	To:		41-676													

7/15/2004

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	2100  8000  9900  6900  5300  4400  3700  3100  5100  5300  5300  2900  4300	QW
	From:	4.00	41-676	•	0.40/	10/	20/	00/	20/	00/		0.004	_	0.550	2400	
57	Halifax County	4.06	<b>2100</b> SR 360	G	94%	1%	2%	0%	3%	0%	С	0.084	F	0.552	2100	G
AI T	From:	S	R 57 Basse	tt												
57	Henry County	2.87	7800	F	95%	2%	0%	1%	2%	0%	С	0.094	F	0.507	8000	F
ALT	To- From:	44-9	003 Stanleyt	own		}—										
ALT (57) ALT (57)	Henry County	1.22 US	<b>9700</b> 220 & 44-6	<b>F</b>	95%	2%	0%	1%	2%	0%	F	0.091	F	0.506	9900	F
	From:		essee State			1										
58	Lee County	1.76	6800	G	94%	1%	2%	1%	3%	0%	F	0.082	F	0.568	6900	G
<u></u>	To. From:		52-694		2.10/	<del></del>	201	40/	201	201						
58	Lee County	4.32	<b>5300</b> 52-691	G	94%	1% 	2%	1%	3%	0%	F	0.078	F	0.554	5300	G
58 58 58	Lee County	3.13	4500	В	94%	1%	2%	1%	3%	0%	С	0.098	Α	0.519	4400	В
58	Lee County	3.09	52-690 <b>4300</b>	G	94%	1%	2%	1%	3%	0%	F	0.079	F	0.549	4400	G
30)			52-684						-,,	*,*						
58	Lee County	6.84	3600	G	94%	1%	2%	1%	3%	0%	F	0.088	F	0.538	3700	G
	To- From:	0.40	52-667		0.40/	]	00/	40/	00/	00/		0.000	_	0.540	0.400	
58	Lee County	9.43	3100	G	94%	1%	2%	1%	3%	0%	F	0.088	F	0.542	3100	G
	Lee County	52-7 4.32	58 Cony Ho <b>5100</b>	ollow <b>G</b>	94%	1%	2%	1%	3%	0%	F	0.080	F	0.613	5100	G
58	Lee County				94 70	1 <i>7</i> 0	270	170	3%	070	г	0.000	F	0.013	5100	G
(50)	Town of Jonesville (Maint: 52)	0.95	CL Jonesvi 5100	lle <b>N</b>	94%	1%	2%	1%	3%	0%	N	0.080	N	0.613	5100	N
(58)	Town of dorlessing (Wallit, 32)		ALT US 58		0470	7	270	170	070	070	.,	0.000	.,	0.010	0100	
58       58	Town of Jonesville (Maint: 52)	0.74	5200	G	88%	1%	4%	3%	5%	0%	F	0.09	F	0.546	5300	G
<u> </u>	To: From:	Е	CL Jonesvil	lle		}—										
58	Lee County	0.87	5200	N	88%	1%	4%	3%	5%	0%	Ν	0.09	N	0.546	5300	N
	Lee County	52-641 7.54	East of Jon 2900	esville <b>G</b>	88%	1%	4%	3%	5%	0%	F	0.084	F	0.540	2000	G
58	To:		US 421 Doi		00 /0	۱ <i>7</i> 0	770	370	370	0 70	'	0.004	'	0.540	2900	
(58) (421)	Lee County	6.00	4300	G	88%	1%	4%	3%	5%	0%	С	0.094	F	0.587	4300	G
<del>*</del> *	To: From:		ott County L													
(58) (421)	Scott County	4.55	4000	F	88%	1%	4%	3%	5%	0%	F	0.081	F	0.550	4100	F
~ ~~	Ta: From:		/CL Duffie			}—										
58 421	Town of Duffield (Maint: 84)	0.20	4000	N	88%	1%	4%	3%	5%	0%	N	0.081	N	0.550	4100	N
	10:		US 23			1									8000 9900 6900 5300 4400 3700 3100 5100 5100 5300 2900 4300 4100	

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
58 23 421	Scott County	4.67	US 23 <b>14000</b>	F	92%	0%	1%	1%	6%	0%	F	0.081	F	0.53	14000	F
58 23 421	Scott County	3.56	SR 65 <b>14000</b>	F	92%	0%	1%	1%	6%	0%	F	NA			14000	F
58 23 421	Scott County	5.93	84-870 <b>13000</b>	F	92%	0%	1%	1%	6%	0%	F	0.084	F	0.524	13000	F
58 23 421	Scott County	1.76	23 West of 0 12000	N	92%	0%	1%	1%	6%	0%	N	0.1	N	0.817	12000	N
58 23 421	Town of Gate City (Maint: 84)	0.36	CL Gate Ci 12000	N N	92%	0%	1%	1%	6%	0%	N	0.1	N	0.817	12000	N
58 23 421	Scott County	0.45	CL Gate Ci <b>12000</b>	ty <b>N</b>	92%	0%	1%	1%	6%	0%	N	0.1	N	0.817	12000	N
58 23 421	Town of Gate City (Maint: 84)	0.16	CL Gate Ci 12000	В	92%	0%	1%	1%	6%	0%	С	0.1	Α	0.817	12000	В
58 23 421	Town of Gate City (Maint: 84)	Bus US :	23 East of C 28000	Gate City <b>N</b>	92%	0%	1%	1%	6%	0%	N	0.087	N	0.534	28000	N
58 23 421	Scott County	0.35	CL Gate Ci <b>28000</b>	f F	92%	0%	1%	1%	6%	0%	F	0.087	F	0.534	28000	F
58 421	Town of Weber City (Maint: 84)	US 23 0.30	; NCL Web 11000	er City <b>F</b>	98%	1%	1%	0%	1%	0%	F	0.084	F	0.515	12000	F
(58) (421)	Scott County	0.08	CL Weber C 11000	City <b>N</b>	98%	1%	1%	0%	1%	0%	N	0.084	N	0.515	12000	N
(58) (421)	Scott County	4.80	SR 224 <b>3000</b>	F	98%	1%	1%	0%	1%	0%	С	0.093	F	0.622	3300	F
(58) (421)	Scott County	3.27	84-709 <b>880</b>	F	98%	1%	1%	0%	1%	0%	F	0.101	F	0.513	900	F
(58) (421)	Scott County	9.35	84-696 <b>470</b>	F	93%	1%	2%	0%	3%	0%	С	0.125	F	0.677	480	F
(58) (421)	Washington County		ngton Coun ott County I 1200	-	93%	1%	2%	0%	3%	0%	F	0.097	F	0.596	1200	G
(58) (421)	Washington County	3.59	95-700 <b>5000</b>	G	93%	1%	2%	0%	3%	0%	F	0.087	F	0.628	5100	G
58 421 Gate City Hwy	City of Bristol (Maint: 95)	0.50	WCL Bristo <b>5100</b> -81; US 42	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.635	5500	G
58 81	City of Bristol (Maint: 95)  Combined Traffic Estimates for 2 Parallel Roadways or	2.44	S 58; US 42 31000		77%	See I-8	1 for dire	ectional t	raffic vo	olume est	timate F	es for this 0.073	segm F	nent. 0.513	31000	G
	103		I-381			<u> </u>										

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

Route   Length   AADT   Length   AADT   Length   AADT   Length   AADT   Length   AADT   AAD			FIIIIdi y di	iu iiiloisia	ale Mol	1100											
Second   S	Douto	luriodiation	Longth	AADT	04	4Tiro	Puo		Tru	uck		00	K	OK	Dir	۸ ۸\ <i>\</i> /DT	OW
Second   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30   1.30	Roule	Julistiction	Lengui	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 77% 1% 1% 1% 20% 1% F NA 47000 G S		From:		I-381			1										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 G 77% 1% 1% 1% 20% 1% F NA 47000 G S	58 81	City of Bristol (Maint: 95)	1.39				See I-8	1 for dire	ectional	traffic vo	lume es	timate	s for this	seam	nent.		
City of Bristol (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   AB000   G   77%   1%   1%   1%   1%   19%   19%   1%   F   NA     A8000   G   G   A8000   G   A800	30 01)	, , ,	e on this Route	46000	G									5		47000	G
Second   S		F				1170	- 1 <i>7</i> 0	170	170	20 70	1 /0	•	100			47000	O
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Aftional Process of the Second Process o	~	To- From:		JS 11, US 1	9												
Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for this segment.   Sec   -81 for directional traffic volume estimates for t	(58) (81)	, , ,				5		1 for dire			lume es	timate	s for this	segm	nent.		
Separation   City of Bristol (Maint: 95)   O.93   Separation   Separ	$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	41000	G	77%	1%	1%	1%	19%	1%	F	NA			42000	G
Separation   City of Bristol (Maint: 95)   O.93   Separation   Separ	-	Ta-	0	ld Airnort R	d.		7										
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   4800   G   77%   1%   1%   19%   19%   1%   F   NA   4800   G   G   Machington County   3.34   See I-81 for directional traffic volume estimates for this segment.	(F9) (94)	City of Bristol (Maint: 95)		IG 7 III port I	·u		L See I-8:	1 for dire	ectional	traffic vo	lume es	timate	s for this	seam	nent		
Sec   Bit	(58) (81)	, , ,		40000	_									ocgii	ion.	40000	_
See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for directional traffic volume estimates for this segment.   See   81 for d		Combined Trainic Estimates for 2 Parallel Roadway	s on this Route.	40000	G	1170	170	170	170	19%	170	Г	INA			40000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 G 77% 1% 1% 1% 19% 19% 1 1% F NA 48000 G		To- From:		NCL Bristo	l		]										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 G 77% 1% 1% 1% 1% 19% 1% F NA 48000 G Washington County 0.99 See I-81 for directional traffic volume estimates for this segment.    See I-81 for directional traffic volume estimates for this segment.   See I-81 for directional traffic volume estimates for this segment.	[58] <del>[81]</del>	Washington County	3.84			9	See I-8	1 for dire	ectional	traffic vo	lume es	timate	s for this	segm	nent.		
Secondary   Seco	$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			48000	G
Secondary   Seco		To.		ED 210			7										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 37000		From:	0.00	FK-310				1 for dire	otional :	troffic ve	luma aa	timata	a for this	2000	ont		
Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.   Sec   -81   for directional traffic volume estimates for this segment.	58 (81)	, ,			_									segn	ient.		
Sea		Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	37000	G	77%	1%	1%	1%	20%	1%	F	NA			38000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   41000   G   77%   1%   1%   1%   19%   1%   F   NA   41000   G   SR   1400   SR   14000   S		To- From:		95-611			1										
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   41000   G   77%   1%   1%   1%   19%   1%   F   NA   41000   G	58 81	Washington County	2.00			(	See I-8	1 for dire	ectional	traffic vo	lume es	timate	s for this	segm	nent.		
SR 140   Washington County   1.93   See I-81 for directional traffic volume estimates for this segment.   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   41000   F   77%   1%   1%   1%   1%   1%   1%   1		Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	41000	G	77%	1%	1%	1%	19%	1%	F	NA	_		41000	G
Second   S							٦	.,,			.,.	-					_
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 41000 F 77% 1% 1% 19% 19% 19% C 0.086 A 0.512 42000 F    SCL Abingdon   SCL	~	From:	4.00	SR 140													
SCL Abingdon   Maint: 95   0.14   See I-81 for directional traffic volume estimates for this segment.	(58) (81)	, ,				,	See I-8	1 for dire	ectional		lume es	timate	s for this	segm	nent.		
Town of Abingdon (Maint: 95)   0.14   See I-81 for directional traffic volume estimates for this segment.		Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	41000	F	77%	1%	1%	1%	19%	1%	С	0.086	Α	0.512	42000	F
Town of Abingdon (Maint: 95)   0.14   See I-81 for directional traffic volume estimates for this segment.	-	Ta-	S	CL Abinedo	n		7										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 41000 F 77% 1% 1% 1% 19% 1% C 0.086 A 0.512 42000 F    Signature   Signa	(59) (91)	Town of Abingdon (Maint: 95)		oz menngur	,,,,		L See I-8°	1 for dire	ectional	traffic vo	lume es	timate	s for this	seam	nent		
Town of Abingdon (Maint: 95)   1.06   See I-81 for directional traffic volume estimates for this segment.	(36) (61)	<b>5</b> ,		44,000	_									•		42000	_
Town of Abingdon (Maint: 95)   1.06   See I-81 for directional traffic volume estimates for this segment.		Combined Trainic Estimates for 2 Farallel Roadway	s on this Route.	41000	Г	1170	1 70	1 70	1 70	1970	1 70	C	0.000	А	0.512	42000	Г
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000 G 77% 1% 1% 1% 20% 1% F NA 46000 G    Second		To: From:		SR 75													
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000 G 77% 1% 1% 1% 20% 1% F NA 46000 G    Sec   -81 for directional traffic volume estimates for this segment.	(58) (81)	Town of Abingdon (Maint: 95)	1.06			9	See I-8	1 for dire	ectional	traffic vo	lume es	timate	s for this	segm	nent.		
See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for this segment.   See   -81 for directional traffic volume estimates for t	$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	45000	G	77%	1%	1%	1%	20%	1%	F	NA			46000	G
Vashington County		To:	N	CI Abinada			1										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000 G 77% 1% 1% 1% 20% 1% F NA 46000 G    Solid Head		Machinetan County		CL Abiligue	Ш		Soo L O	1 for dire	otional i	troffic ve	luma aa	timata	o for this	2000	nont.		
To   US 11, US 58   From:   US 11, US 58   I-81; US 11   US	(58) (81)	, ,			_									segn	ient.		
Test   US 11		Combined Traffic Estimates for 2 Parallel Roadway				77%	┓1%	1%	1%	20%	1%	F	NA			46000	G
S8 11         Washington County         0.30 NA         NA         NA         NA           S8         Washington County         5.53 7900 G 93% 0% 2% 1% 4% 0% F 0.082 F 0.651 8000 G         F 0.651 8000 G           S8         Washington County         5.53 7900 G 93% 0% 2% 1% 4% 0% C 0.083 F 0.573 5200 G         F 0.573 5200 G		To:			8		+										
To US 11 East of Abingdon           US 11 East of Abingdon         US 11 East of Abingdon           58         Washington County         5.53         7900         G         93%         0%         2%         1%         4%         0%         F         0.082         F         0.651         8000         G           58         Washington County         3.57         5200         G         93%         0%         2%         1%         4%         0%         C         0.083         F         0.573         5200         G	$\sim$	NA/It in other Occupt.					_						NIA			NI A	
S8         Washington County         5.53         7900         G         93%         0%         2%         1%         4%         0%         F         0.082         F         0.651         8000         G           58         Washington County         3.57         5200         G         93%         0%         2%         1%         4%         0%         C         0.083         F         0.573         5200         G	(58) (11)	wasnington County	0.30	NA									NA			NA	
E 95-708   E 95-708	<del></del>	Ta- From:	US 11	East of Abi	ngdon		1										
Tender   From   E 95-708	(58)	Washington County	5.53	7900	G	93%	0%	2%	1%	4%	0%	F	0.082	F	0.651	8000	G
(58) Washington County 3.57 <b>5200 G</b> 93% 0% 2% 1% 4% 0% C 0.083 F 0.573 5200 G		. r		E 05 500			_										
Viasnington County 3.57 <b>5200 G</b> 93% 0% 2% 1% 4% 0% C 0.083 F 0.573 5200 G WCL Damascus	$\sim$	From:	0.57			000/	-00/	00/	40/	40/	00/	_	0.000	_	0.570	5000	
WCL Damascus	<b>(58)</b>	vvasnington County				93%	□ 0%	2%	1%	4%	υ%	Ċ	0.083	۲	0.5/3	5200	G
		10:	W	CL Damasc	us												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	toute attention	L	AADT		4T:	D		Tru	ck		-00	K	01/	Dir	A A)A/DT	014/
Route	Jurisdiction	Length A	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
	From:		L Damascus		020/	]	20/	40/	40/	00/	N.	0.000	N.I	0.570	F200	N
(58)	Town of Damascus (Maint: 95)		5200	N	93%	0%	2%	1%	4%	0%	N	0.083	N	0.573	5200	N
$\overline{\bigcirc}$	To.		91 Damasc		000/		00/	40/	40/	00/		0.070		0.550	4000	
58 91	Town of Damascus (Maint: 95)		3900	G	93%	0%	2%	1%	4%	0%	F	0.078	F	0.558	AAWDT  5200  4000  4000  720  530  660  340  660  1600  2700  2700  6600  5100  9000  10000  8200	G
	Washington County		Damascus 3900	N N	93%	0%	2%	1%	4%	0%	N	0.078	N	0.550	5200 4000 4000 720 530 660 340 660 1600 2700 2700 6600 6600 5100 9000	N
(58) (91)	Washington County				93%	U% •	<b>2</b> %	170	4%	U%	IN	0.076	IN	0.558	5200 4000 4000 720 530 660 340 660 1600 1800 2700 2700 6600 6600 5100 9000	IN
	From:		91 Damascı		050/		00/	40/	40/	00/	_	0.405	_	0.075	5200 4000 4000 720 530 660 340 660 1600 1800 2700 2700 6600 6600 5100 9000	
58	Washington County	9.63	710	G	95%	0%	2%	1%	1%	0%	F	0.105	F	0.675	720	G
	To- From:		95-603			<u> </u>										
58	Washington County	5.80	530	G	95%	0%	2%	1%	1%	0%	С	0.090	F	0.571	5200 4000 4000 720 530 660 340 660 1600 2700 2700 6600 6600 5100 9000	G
	From:		n County Lon County													
58	Grayson County	9.57	650	G	95%	0%	2%	1%	1%	0%	F	0.103	F	0.626	660	G
30)	To-		SR 362													
58	Grayson County	3.76	340	G	95%	0%	2%	1%	1%	0%	F	0.111	F	0.575	340	G
30)	To-					7	_,-	.,.	.,,	-,-	•	• • • • • • • • • • • • • • • • • • • •	•			_
	Grayson County	3.99	North of Ru	igby <b>G</b>	95%	0%	2%	1%	1%	0%	F	0.111	F	0.577	5200 4000 4000 720 530 660 340 660 1600 2700 2700 6600 6600 5100 9000	G
58	anayoon oounty				0070	70	270	170	170	070	•	0.111	•	0.011	000	Ü
	Grayson County		16 Volney 1600	G	88%	0%	3%	3%	5%	0%	F	0.093	F	0.566	1600	G
58 16	Grayson County				00 /0	7070	3 /0	3 /0	3/0	0 /6	'	0.093	•	0.500	1000	G
~	From:		fouth of Wi		000/		00/	00/	<b>50</b> /	00/	_	0.007	_	0.505	1000	
58	Grayson County		1800	G	88%	0%	3%	3%	5%	0%	F	0.087	F	0.535	1800	G
	To- From:		38-711		/	<del></del>										
58	Grayson County	8.04	2700	G	88%	0%	3%	3%	5%	0%	С	0.086	F	0.649	2700	G
	To- From:		Independen			}										
58	Town of Independence (Maint: 38)	0.86	2700	N	88%	0%	3%	3%	5%	0%	N	0.086	N	0.649	2700	N
<u> </u>	To- From:	US 21	Independer	nce		}										
(58) (221)	Town of Independence (Maint: 38)	1.20	6500	G	91%	1%	2%	2%	3%	0%	F	0.098	F	0.528	6600	G
	To- From:	ECL I	ndependen	ice		<del> </del>										
(58) (221)	Grayson County		6500	N	91%	1%	2%	2%	3%	0%	Ν	0.098	Ν	0.528	6600	Ν
	To-	SR 274 Eas	st of Indene	ndence		<b>—</b>										
(58)(221)	Grayson County		5000	G	91%	1%	2%	2%	3%	0%	С	0.096	F	0.547	5100	G
33 (221)	Too	SD 043	West of Ga	lov		1										
(58) (221)	From: Grayson County		8900	G	91%	1%	2%	2%	3%	0%	F	0.09	F	0.612	4000 4000 720 530 660 340 660 1600 1800 2700 6600 6600 5100 9000 10000	G
(30) (221)	7T				J . /0	. /,v T	_,,	_,,	2,0	<b>5</b> / <b>0</b>	•	0.00	•	5.5.2	5200 4000 4000 720 530 660 340 660 1600 2700 2700 6600 6600 5100 9000	_
58 221 Galax Bypass	City of Galax		CL Galax 9700	G	95%	0%	3%	0%	2%	0%	С	0.096	F	0.619	10000	G
[58] (221) Galax Bypass	City of Galax			G	90%	U%	J70	U 70	∠70	U 70	C	0.096	r	0.019	10000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Ta: From:		dtown Rd	_	050/		00/	00/	00/	00/	_	0.005	_	0.000	2005	
58 221 Galax Bypass	City of Galax		7800	G	95%	0% T	3%	0%	2%	0%	F	0.095	F	0.626	8200	G
	10"	ŀ	Fries Rd												5200 4000 4000 720 530 660 340 660 1600 2700 2700 6600 6600 5100 9000 10000	

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ck			K		Dir	AAWDT 14000 17000 21000 17000 15000 15000 15000 4600 4600 2900 2100 2100 2100 5100 5100	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDI	QW
58 221 Galax Bypass	City of Galax	0.20	Fries Rd 13000	G	95%] 0%	3%	0%	2%	0%	F	0.090	F	0.605	14000	G
58 221 Galax Bypass	Ta-		R 89 Main S		9570		370	0 70	270	0 70	ı	0.030	'	0.003	14000	0
58 221 Stuart Dr	From: City of Galax	0.34	16000	G G	95%	0%	3%	0%	2%	0%	F	0.09	F	0.582	17000	G
	To-		Meadow St			1										
(58) (221) Stuart Dr	City of Galax	1.81	20000	G	95%	0%	3%	0%	2%	0%	F	0.083	F	0.543	21000	G
\bigcirc	To- From:		Haynes Rd			 										
(58) (221) Stuart Dr	City of Galax	1.10	16000	G	93%	0%	3%	1%	3%	0%	С	0.084	F	0.581	17000	G
	To- From:		ECL Galax			}										
(58) (221)	Carroll County	2.66	15000	G	92%	0%	3%	1%	4%	0%	F	0.078	F	0.536	15000	G
~ ~	To- From:		17-887			}—										
[58] [221]	Carroll County	0.67	16000	G	92%	0%	3%	1%	4%	0%	F	0.079	F	0.523	16000	G
	To- From:	0.00	17-872		000/]	00/	40/	40/	00/		0.00		0.540	45000	
[58] [221]	Carroll County	3.69	14000	G	92%	0%	3%	1%	4%	0%	С	0.08	F	0.519	15000	G
	Carroll County	0.72	I-77 15000	G	91%	0%	3%	1%	4%	0%	F	0.081	F	0.573	15000	G
(58) (221)	Carroll County				91%	U% 7	3%	170	4%	0%	Г	0.061	Г	0.573	15000	G
(F0) (224)	Town of Hillsville (Maint: 17)	2.10	CL Hillsvil 15000	le N	91%	0%	3%	1%	4%	0%	N	0.081	N	0.573	15000	N
[58] [221]	Ta-	2.10	US 221		0170	7	070	170	470	070	.,	0.001	.,	0.070	10000	.,
58	From: Town of Hillsville (Maint: 17)	1.13	4500	G	91%	0%	3%	1%	4%	0%	С	0.08	F	0.602	4600	G
	To		CL Hillsvill												14000 17000 21000 17000 15000 15000 15000 4600 4600 2900 2100 2900 2100 5100	
58	Carroll County	7.07	4500	N	91%	0%	3%	1%	4%	0%	Ν	0.08	Ν	0.602	4600	N
	Ta		17-680			1—									14000 17000 21000 17000 15000 15000 15000 4600 4600 2900 2100 2100 2900 5100	
58	Carroll County	8.14	2900	G	91%	0%	3%	1%	4%	0%	F	0.083	F	0.585	2900	G
<u> </u>	To: From:		yd County L roll County I													
58	Floyd County	1.57	2100	G	85%	J 1%	3%	2%	9%	0%	С	0.09	F	0.505	2200	G
	To:		ick County I													
(50)	Patrick County	2.30	yd County L 2100	ine G	85%] 1%	3%	2%	9%	0%	F	0.085	F	0.543	2100	G
58	Tatrick County				0370	1 /0 7	370	2 /0	370	0 70	'	0.003	'	0.545	2100	J
58	Patrick County	2.43	e Ridge Park 2800	way G	85%	1%	3%	2%	9%	0%	F	0.081	F	0.54	2900	G
38)	Ta-		70-764				0,0		0,0	0,70	•	0.00	•	0.0 .		
58	From: Patrick County	9.44	2100	G	84%	1%	5%	1%	9%	0%	С	0.088	F	0.505	2100	G
	To		R 8 Cruzes S			1										
(58) (8)	Patrick County	2.67	5000	G	88%	1%	5%	1%	6%	0%	С	0.090	F	0.579	5100	G
\smile	To-		WCL Stuart			}										
(58) (8)	Town of Stuart (Maint: 70)	0.88	5000	N	88%	1%	5%	1%	6%	0%	Ν	0.090	Ν	0.579	5100	Ν
$\stackrel{\smile}{\smile}$	To:	I	E SR 8 Stuar	t												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Timarya	nd Intersta	alc red	1100			Tru	u olk			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010			OTroil	QC		QK		AAWDT	QW
	From:		E SR 8 Stuar	urt.		1	ZAXIE	3+Axle	TITall	ZTraii		Factor		Factor		
(50)	Town of Stuart (Maint: 70)	0.28	6800	G	87%	」 1%	5%	2%	5%	0%	F	0.087	F	0.516	6900	G
58	10W101 Stuart (Maint. 70)	0.20		-	01 70	7 70	370	270	370	0 70	'	0.007	•	0.510	0300	U
\sim	From:	0.00	ECL Stuart		070/	40/	50 /	00/	5 0/	00/		0.007		0.540	0000	
58	Patrick County	3.96	6800	N	87%	1%	5%	2%	5%	0%	N	0.087	N	0.516	6900	N
~~	To: From:		70-680]										
58 58	Patrick County	3.63	5200	G	87%	1%	5%	2%	5%	0%	F	0.086	F	0.564	5300	G
~	To: From:	70-6	26 South of	Critz]										
58	Patrick County	6.59	4800	G	87%	1%	5%	2%	5%	0%	С	0.091	F	0.557	4900	G
\bigcirc	To:		nry County I													
~~	From:		rick County l		/	」					_		_			_
58	Henry County	2.67	6800	F	93%	1%	1%	1%	4%	0%	F	0.085	F	0.568	7000	F
	To: From:		44-695]										
58	Henry County	3.31	8000	F	93%	1%	1%	1%	4%	0%	F	0.087	F	0.58	8300	F
	Tax		E 44-687			1										
58	Henry County	2.46	12000	F	93%	1%	1%	1%	4%	0%	С	0.088	F	0.629	13000	F
	To:		US 58 Bus													
~~~~	From:		S W of Mar													
(58) (220)	Henry County	3.49	17000	F	82%	1%	2%	1%	13%	1%	F	0.073	F	0.577	17000	F
<del>\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\time</del>	To. From:	US 220 I	BUS S of Ma	artinsvill	e	1—										
58	Henry County	2.65	12000	F	91%	1%	1%	1%	6%	0%	F	0.082	F	0.524	12000	F
	Ta		44-650			1										
(50)	Henry County	3.92	8200	F	91%	<b>-</b> 1%	1%	1%	6%	0%	F	0.082	F	0.507	8200	F
(36)	. 15, 555			-	0.70	٦	.,,	.,,	0,0	0,0	•	0.002	•	0.00.	0_00	•
	Henry County	1.89	US 58 Bus <b>15000</b>	F	91%	1%	1%	1%	6%	0%	F	0.088	F	0.554	15000	F
58)	Henry County	1.09	15000	Г	9170	170	1 70	1 70	070	0%	Г	0.000	Г	0.554	15000	Г
<u>~</u>	To: From:		44-620			_										
<ul><li>58</li><li>58</li><li>58</li></ul>	Henry County	2.11	14000	F	91%	1%	1%	1%	6%	0%	F	0.084	F	0.536	14000	F
	Ta: From:		44-610 Axtor	n		_										
58	Henry County	1.38	11000	F	91%	1%	1%	1%	6%	0%	F	0.084	F	0.501	11000	F
<u> </u>	To:		lvania Count													
~	From:		nry County I		0.40/		40/	40/	00/	00/	_	0.000	_	0.505	0500	_
58	Pittsylvania County	3.78	9500	F	91%	1%	1%	1%	6%	0%	F	0.086	F	0.505	9500	F
	To: From:	71-62	2 West of Br	osville		]										
58	Pittsylvania County	6.58	11000	Α	91%	1%	1%	1%	6%	0%	С	0.106	Α	0.547	11000	Α
<u> </u>	Tax		WCL Danvill	le		1										
758 Riverside Dr	City of Danville	4.97	18000	F	91%	1%	1%	1%	6%	0%	F	0.095	F	0.649	18000	F
	Tax	TIC	29 Bus Park	Δνε		<b>—</b>										
758 Riverside Dr	From: <b>L</b> City of Danville	0.93	20000	F	91%	1%	1%	1%	6%	0%	F	0.086	F	0.521	20000	F
36) 1 11010100 21	City of Bullying				0.70	/o	1 /0	. 70	<b>3</b> / 0	3 /0	•	0.000	•	0.021	_3000	·
C Discoulida Da	City of Days "		51; Westove		040/		40/	40/	00/	00/		NIA			07000	
Riverside Dr	City of Danville	0.51	27000	G	91%	1% ¬	1%	1%	6%	0%	F	NA			27000	G
~	10:		Central Blvc	1												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and	ı iiilei state	Nou	100			Tru	alı			K		Dir		
Route	Jurisdiction	Length	AADT C	QΑ	4Tire	Bus	2010	3+Axle		2Troil	QC	Factor	QK	Factor	AAWDT	QW
	From:	Co	entral Blvd			1	ZAXIE	3+Axie	TITAII	ZITAII		Factor		Factor		
8 Riverside Dr	City of Danville			F	91%	」 1%	1%	1%	6%	0%	F	0.081	F	0.512	31000	F
38) (4)	only of Burrying				0170	7	170	170	070	070	•	0.001	•	0.012	01000	•
Diverside Dr	City of Dopyillo		ey Forest Rd 26000	F	91%	10/	10/	10/	6%	0%	F	0.081	F	0.524	26000	F
(58) Riverside Dr	City of Danville			Г	91%	1%	1%	1%	0%	0%	Г	0.061	Г	0.524	26000	Г
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		mette Blvd	_	0.40/	<u> </u>	40/	40/	201				_	<u> </u>		
(58) Riverside Dr	City of Danville	0.82	14000	F	91%	1%	1%	1%	6%	0%	F	0.082	F	0.511	14000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	N	N Main St			]										
(58) (360) River Street	City of Danville	0.64	23000	G	91%	1%	1%	1%	6%	0%	F	NA			22000	G
$\bigcirc$	To- From-	Old	l Halifax Rd			<b>—</b>										
(58) (360) South Boston Rd	City of Danville	1.12	15000	F	91%	1%	1%	1%	6%	0%	F	0.082	F	0.562	15000	F
	Ta-		US 29			1										
58 360 South Boston Rd	City of Danville	1.02		F	83%	1%	2%	1%	13%	1%	F	0.076	F	0.525	26000	F
38) (300) 300111 2001011 110	7			-		1	_,,	.,,	.0 ,0	.,,	•	0.0.0	•	0.020		•
58 360 South Boston Rd	City of Danville		entuck Rd 20000	F	83%	1%	2%	1%	13%	1%	F	0.079	F	0.539	20000	F
58 (360) South Boston Rd	City of Dariville			F	03 /0	1 /0	2 /0	1 /0	13 /0	1 /0	'	0.079	'	0.559	20000	'
~~~	To- From:		CL Danville		2221			40/	100/	40/					40000	
[58] [360]	Pittsylvania County	2.37	13000	F	83%	1%	2%	1%	13%	1%	F	0.078	F	0.526	13000	F
~ ~ ~	Ta: From:		SR 62]										
(58)(360)	Pittsylvania County	3.32		В	83%	1%	2%	1%	13%	1%	С	0.098	Α	0.537	8200	В
	To:		x County Line													
	Halifax County	3.48	ania County Li 8200	G	83%	」 1%	2%	1%	13%	1%	F	0.072	F	0.554	8100	G
(58) (360)	Trailiax County			<u> </u>	03 /0	1 /0	2 /0	1 /0	13 /0	1 /0	'	0.072	'	0.554	0100	G
~~	To- From:		119 Delila		2221	<u> </u>		40/	100/	40/						
(58) (360)	Halifax County	6.58	8400	G	83%	1%	2%	1%	13%	1%	F	0.076	F	0.561	8300	G
~~~~	To- From:		41-658			}										
[58][360]	Halifax County	9.25	8900	Α	83%	1%	2%	1%	13%	1%	С	0.099	Α	0.579	8900	Α
<u> </u>	To- From:	US 5	501 Riverdale			}										
(58) (360)	Town of South Boston	0.18	13000	G	83%	1%	2%	1%	13%	1%	F	0.076	F	0.527	13000	G
	Ta-	ECL	South Boston	1		<b>—</b>										
(58) (360)	Halifax County			N	83%	1%	2%	1%	13%	1%	Ν	0.076	Ν	0.527	13000	Ν
	To		US 360			1										
(50)	From: Halifax County	5.00		G	83%	1%	2%	1%	13%	1%	F	0.077	F	0.570	7000	G
58	Trainax Goarty				0070	7	270	170	10 70	170	•	0.077	•	0.070	7000	J
	From:		41-601 <b>5500</b>	G	000/	40/	20/	40/	400/	40/	_	0.074	_	0.570	FF00	
58	Halifax County	5.57	burg County L		83%	1% <b>1</b>	2%	1%	13%	1%	F	0.074	F	0.576	5500	G
	From		ax County Line			†										
58	Mecklenburg County	2.96		G	83%	1%	2%	1%	13%	1%	F	0.084	F	0.581	4900	G
	To-		58-735			<b></b>										
(50)	Mecklenburg County	2.99		G	83%	1%	2%	1%	13%	1%	F	0.078	F	0.511	5700	G
58	To:		est of Clarksv		JJ /0	1	∠ /0	1 /0	10 /0	1 /0	'	0.070	'	0.011	3700	9
	<u> </u>	51( 1) 11	- St Cr Ciurist													

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and intersta					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
$\sim$	From:	SR 49 West of Cla			]										
[58] (49)	Mecklenburg County	1.75 <b>12000</b>	G	83%	1%	2%	1%	13%	1%	F	0.085	F	0.52	12000	G
	To: From:	WCL Clarksvi		/	]							_			
[58] [49]	Town of Clarksville (Maint: 58)	0.97 <b>9500</b> W US 15	G	83%	1% 7	2%	1%	13%	1%	F	0.083	F	0.517	9400	G
	From:	W US 15 & SR	R 49												
(58) (15) (49)	Town of Clarksville (Maint: 58)	0.88 <b>8000</b>	G	92%	1%	3%	1%	4%	0%	С	0.101	F	0.528	8000	G
~~~	To- From:	CL Clarksvil			<u> </u>										
[58] [15] [49]	Mecklenburg County	0.84 8000	N	92%	1%	3%	1%	4%	0%	N	0.101	N	0.528	8000	N
~~	To- From:	E US 15 & SR		0.10/]		40/	100/	201		2 122		0 =04		
58	Mecklenburg County	8.28 4200	Α	84%	1%	2%	1%	12%	0%	С	0.108	Α	0.591	4200	Α
	Town of Douglan (Maint, 50)	WCL Boydto 0.60 4200		84%	10/	20/	10/	120/	00/	NI.	0.100	N	0.501	4200	
58	Town of Boydton (Maint: 58)		N	04%	1%	2%	1%	12%	0%	N	0.108	IN	0.591	4200	N
(50)	Mecklenburg County	NCL Boydto 0.20 4200	n N	84%	1%	2%	1%	12%	0%	N	0.108	N	0.591	4200	N
58	weeklenburg county			0470	7	270	1 /0	12 /0	0 70	14	0.100	11	0.001	4200	11
58	Mecklenburg County	SR 92 0.92 5300	G	84%	1%	2%	1%	12%	0%	F	0.085	F	0.531	5300	G
30)	To.	SR 386			1										
58	Mecklenburg County	4.87 5800	G	84%	1%	2%	1%	12%	0%	F	0.085	F	0.617	5900	G
	Too	SR 4			1										
58	Mecklenburg County	4.23 5300	G	84%	1%	2%	1%	12%	0%	F	80.0	F	0.514	5300	G
	To	US 1 Big For	rk		T										
58 1	Mecklenburg County	3.43 8200	G	92%	0%	3%	1%	3%	0%	F	0.086	F	0.539	8700	G
	Ta- From:	US 1 Near SWCL S	outh Hill]—										
58	Mecklenburg County	2.59 11000	G	79%	1%	1%	1%	17%	1%	F	0.089	F	0.548	11000	G
	To- From:	SCL South Hill; Ma	•]—										
58	Town of South Hill (Maint: 58)	0.69 11000	N	79%	1%	1%	1%	17%	1%	N	0.089	N	0.548	11000	N
~~~	To From:	BUS US 58; Cour		700/	]	40/	40/	470/	40/		0.000	_	0.500	40000	
[58] E Atlantic Street	Town of South Hill (Maint: 58)	0.29 19000	G	79%	1%	1%	1%	17%	1%	F	0.080	F	0.506	19000	G
	Moddonburg County	ECL South Hill;		79%	10/	10/	10/	170/	10/	F	0.004	F	0.515	12000	
58	Mecklenburg County	1.27 <b>14000</b>	G	19%	1%	1%	1%	17%	1%	۲	0.084	г	0.515	13000	G
	Town of LaCrosse (Maint: 58)	WCL LaCross 0.52 <b>14000</b>	se N	79%	1%	1%	1%	17%	1%	N	0.084	N	0.515	13000	N
58	TOWITOI Lactosse (Maint. 50)			1 3 /0	1 /0 <b>7</b>	1 /0	1 /0	17 /0	1 /0	1 N	0.004	ıN	0.515	13000	14
(F0)	Mecklenburg County	ECL LaCross 0.61 <b>14000</b>	se N	79%	1%	1%	1%	17%	1%	N	0.084	N	0.515	13000	N
58	Tool	58-644	.,	1070	- /0 	1 /0	1 /0	17 /0	1 /0		0.007	., ч	0.010	15000	
58	Mecklenburg County	1.98 11000	G	79%	1%	1%	1%	17%	1%	F	0.077	F	0.51	11000	G
30)	To	WCL Brodna			]					•	*****	•			

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			Interstate Rol				т,	ıolı			1/		D:-		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
	From				1	2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	Town of Brodnax (Maint: 58)		L Brodnax 11000 N	79%	<b>」</b> 1%	1%	1%	17%	1%	N	0.077	N	0.51	11000	N
(58)	TOWN OF BIOGRAX (Maint. 56)		ck County Line	79%	170 7	170	170	17 70	170	IN	0.077	IN	0.51	11000	IN
	From:		ourg County Line												
58	Town of Brodnax (Maint: 12)		11000 G	79%	1%	1%	1%	17%	1%	F	0.081	F	0.512	10000	G
(30)	To:	EC	I. D J		7										
	Brunswick County		9200 A	79%	1%	1%	1%	17%	1%	С	0.113	Α	0.567	8900	Α
58	Brunswick County			1970	1 /0	1 /0	1 /0	17 /0	1 /0	C	0.113	^	0.507	0900	^
~~	From:		12-694		<u> </u>										
58	Brunswick County	2.97	9500 G	79%	1%	1%	1%	17%	1%	F	0.07	F	0.537	9200	G
	To- From:	ΕU	JS 58 Bus		1										
58	Brunswick County	3.04	11000 G	79%	1%	1%	1%	17%	1%	F	0.073	F	0.539	11000	G
	To:	12.7	12 Edgerton		1										
58	Brunswick County		9200 G	79%	<b>」</b> 1%	1%	1%	17%	1%	F	0.073	F	0.504	8900	G
(56)	To:		lle County Line	1070	٦	170	170	11 /0	170	•	0.010	•	0.001	0000	Ü
	From:		ck County Line												
58	Greensville County	6.34	11000 G	79%	1%	1%	1%	17%	1%	F	0.075	F	0.537	11000	G
	To:	WC	L Emporia		1										
(58) West Atlantic St	City of Emporia (Maint: 40)		14000 G	79%	1%	1%	1%	17%	1%	F	0.080	F	0.519	14000	G
Vest / tital tite st	Oity of Emporia (Marit: 40)			1070	¬ '/º	1 /0	170	17 70	170	•	0.000	•	0.010	14000	Ü
~~~ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	From		urdy Rd	700/		40/	40/	470/	40/	_	0.070	_	0.554	04000	
(58) West Atlantic St	City of Emporia (Maint: 40)	0.21	22000 G	79%	1%	1%	1%	17%	1%	F	0.072	F	0.551	21000	G
	To- From:		I-95]										
58	City of Emporia (Maint: 40)	0.84	16000 G	72%	1%	1%	2%	23%	1%	С	0.074	F	0.546	15000	G
	To:	US 3	301 Main St		1										
58	City of Emporia (Maint: 40)		14000 G	67%	1%	2%	2%	27%	1%	С	0.076	F	0.519	13000	G
(36)					٦	_,-			.,,	_		-			_
\sim	Oits of Francis (Mainta 40)		Reese St	0.40/	40/	40/	40/	400/	00/		0.074	_	0.540	45000	
58	City of Emporia (Maint: 40)	0.49	16000 G	84%	1%	1%	1%	13%	0%	F	0.074	F	0.516	15000	G
	To- From:	I	Davis St												
58	City of Emporia (Maint: 40)	0.65	16000 G	84%	1%	1%	1%	13%	0%	F	0.071	F	0.507	15000	G
	To:	East	Atlantic St		1										
58	City of Emporia (Maint: 40)		17000 G	84%	1%	1%	1%	13%	0%	F	0.076	F	0.512	16000	G
30)	T-1				7										
	Croopsyillo County		L Emporia 16000 G	84%	1%	1%	10/	13%	0%	F	0.075	F	0.505	15000	G
58	Greensville County			04%	170 7	170	1%	13%	0%	Г	0.075	Г	0.525	15000	G
•	From:		oton County Line												
58 Southampton Pkwy	Southampton County		16000 F	84%	1%	1%	1%	13%	0%	F	0.070	F	0.574	15000	F
(30)				/ •	 T	.,,	. , ,	. 5 , 0	- / 0	-		-		. 3000	•
Coulth amenton Disco	From:		V 87-615	0.40/	40/	40/	40/	400/	001		0.074		0.504	45000	
58 Southampton Pkwy	Southampton County	4.72	15000 F	84%	1%	1%	1%	13%	0%	F	0.071	F	0.534	15000	F
	Ta- Fram:		87-659]——										
58 Southampton Pkwy	Southampton County	5.55	16000 F	84%	1%	1%	1%	13%	0%	F	0.074	F	0.551	15000	F
\checkmark	To:	W	CL Capron		1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and i	microtate rio				Tri	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	WCI	L Capron		1	27 1/10	0.700	· · · · · ·	ZIIGII		1 40101		1 40101		
58	Town of Capron (Maint: 87)		6000 N	84%	1%	1%	1%	13%	0%	Ν	0.074	Ν	0.551	15000	Ν
	To-	87-65	53 Capron		٦										
58	Town of Capron (Maint: 87)		5000 F	84%	1%	1%	1%	13%	0%	F	0.071	F	0.526	14000	F
33)	Tac		L Capron		¬										
58	Southampton County		5000 N	84%	1%	1%	1%	13%	0%	N	0.071	N	0.526	14000	N
(36)	To-				٦	.,,	. , ,	.070	0,0	• •	0.0.		0.020		•
Southampton Pkwy	Southampton County		8000 F	84%	1%	1%	1%	13%	0%	F	0.076	F	0.505	17000	F
58 Southampton Pkwy	Southampton County				1 /0	1 /0	1 /0	13 /0	0 70	'	0.070	'	0.303	17000	'
	To- From:		East Of Courtlan		40/	40/	40/	400/	00/	_	0.444	^	0.540	40000	_
(58)	Southampton County	2.34 2 0	0000 A	84%	1% _	1%	1%	13%	0%	С	0.111	Α	0.548	19000	Α
	To- From:		West of Franklin		<u> </u>					_					
58	Southampton County	0.16 1 8	8000 G	84%	1%	1%	1%	13%	0%	F	0.111	N	0.548	17000	G
~~	To- From:		West of Franklin]—										
(58) Southampton Pkwy	Southampton County	3.78 2 °	1000 F	84%	1%	1%	1%	13%	0%	F	0.076	F	0.506	20000	F
<u> </u>	To- From:	US 258 So	outh of Franklin]										
58	Southampton County	2.98 1 3	8000 F	84%	1%	1%	1%	13%	0%	F	0.069	F	0.518	17000	F
	To:		L Suffolk												
Franklin Bypass	City of Suffolk (Maint: 61)		8000 G	84%	」 1%	1%	1%	13%	0%	F	0.067	F	0.534	17000	G
Franklin Bypass	City of Sulfork (Maint: 01)			04 70	1 /0	1 /0	1 /0	13 /0	0 70	'	0.007	'	0.554	17000	O
Eranklin Pungan	City of Suffalk (Maint: 61)		7000 G	84%	1%	1%	1%	13%	0%	F	0.068	F	0.519	16000	G
58 189 Franklin Bypass	City of Suffolk (Maint: 61)	1.20 1	7000 G	04%	170	170	170	13%	0%	Г	0.006	Г	0.519	16000	G
	To- From:		R 272	0.40/		40/	40/	400/	00/		0.000		0.550	40000	
[58] [189]	City of Suffolk (Maint: 61)	4.17 1 9	9000 G	84%	1%	1%	1%	13%	0%	F	0.069	F	0.553	18000	G
~~~~~	To- From:		R 189		J										
(58) Holland Bypass	City of Suffolk (Maint: 61)	1.11 <b>1</b> !	9000 G	84%	1%	1%	1%	13%	0%	F	0.069	F	0.56	18000	G
~	To- From:	Bus	s US 58		]——										
58	City of Suffolk (Maint: 61)	1.32 <b>2</b> 3	3000 G	84%	1%	1%	1%	13%	0%	F	0.073	F	0.593	21000	G
	To- From:	61-6	610 West		1—										
(58)	City of Suffolk (Maint: 61)	2.77 <b>2</b> :	3000 G	84%	1%	1%	1%	13%	0%	F	0.072	F	0.563	21000	G
	Tax	61-647	Lummis Rd		7										
58 Holland Road	City of Suffolk (Maint: 61)		4000 G	84%	1%	1%	1%	13%	0%	F	0.071	F	0.572	23000	G
	Too	61-643 Mar	nning Bridge Rd		1										
(58) Holland Road	City of Suffolk (Maint: 61)		3000 G	84%	1%	1%	1%	13%	0%	F	0.079	F	0.587	22000	G
	To:		Kenyon Rd												
58 Holland Road	City of Suffolk (Maint: 61)		9000 G	84%	1%	1%	1%	13%	0%	F	0.078	F	0.517	28000	G
30) 110/10/10 11000	only of outlook (Maint. 01)			3770	۰./۰	1 /0	. 70	.5 /0	<b>3</b> /0	•	0.070	•	0.017	_5555	9
58 Holland Road	City of Suffolk (Maint: 61)		9000 G	84%	1%	1%	1%	13%	0%	F	0.076	F	0.548	27000	G
[58] Holland Road	Tar		US 13	O <del>4</del> /0	7	1 /0	1 /0	13 /0	U /0	'	0.070	'	0.040	21000	G
			JU 1J		1										

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and inte	ci state i to	uics							17				
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus			ck		QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Bus U			<u>ا</u>					_		_			_
(58) (13) Suffolk Bypass	City of Suffolk (Maint: 61)	1.41 290	00 G	84%	1%	1%	1%	13%	0%	F	0.076	F	0.583	28000	G
	To: From	61-604 Pitc	hkittle Rd		}										
58 13 Suffolk Bypass	City of Suffolk (Maint: 61)	1.88 310	00 G	91%	0%	1%	1%	6%	0%	F	0.077	F	0.586	32000	G
	To	US 460 Pru	udan Dlvid		1										
58 13 460 Suffolk Bypass	City of Suffolk (Maint: 61)	0.93 400 Pit		91%	0%	1%	1%	6%	0%	F	0.078	F	0.645	40000	G
[58] [13] [460] Suffolk Bypass	City of Surfolk (Maint. 01)			9170	_ 0 / 0	1 /0	1 /0	0 /0	0 /6	'	0.076	'	0.043	40000	G
~~~~~	To: From:	SR 10 SR 32 (	Godwin Blvd		}—										
(58) (13) (460) Suffolk Bypass	City of Suffolk (Maint: 61)	1.87 <b>470</b>	00 G	91%	0%	1%	1%	6%	0%	F	0.080	F	0.546	48000	G
$\bigcirc$	To:	61-642 W	ilrov Rd		1										
(58) (13) (460) Suffolk Bypass	City of Suffolk (Maint: 61)	2.30 <b>380</b>		91%	0%	1%	1%	6%	0%	F	0.081	F	0.574	38000	G
58 (13) (460) Suffolk Bypass	The	Bus US 13, Bus US			٦ ٠/٠	170	170	070	0 70	•	0.001	•	0.014	00000	Ü
	From:	Bus US 58 Militar													
(58) (13) (460) Military Hwy	City of Suffolk (Maint: 61)	3.46 <b>540</b>		91%	0%	1%	1%	6%	0%	F	0.087	F	0.593	55000	G
30) (13) (400)	Tar	WCL Che			7										
-	From:	ECL St													
(58) (13) (460)	City of Chesapeake (Maint: 64)	2.41 <b>630</b>	00 A	91%	0%	1%	1%	6%	0%	С	0.096	Α	0.577	65000	Α
	Ta-	1.0	C 1		1										
	City of Change and (Maint 64)	I-66		91%	00/	10/	10/	60/	0%	NI	0.006	NI	0.577	GEOOO	NI.
[58] [13] [460]	City of Chesapeake (Maint: 64)	0.64 <b>630</b>	UU N	91%	0%	1%	1%	6%	0%	N	0.096	N	0.577	65000	N
ALT	To- From:	SR 191 Jolliff Rd; US	13 Military I	Highway	_										
~~~	City of Chesapeake	1.72 840	00 G	96%	1%	1%	0%	1%	0%	С	0.079	F	0.576	9100	G
(58) (460) Airline Blvd	To:	WCL Por		3070	7 '/0	170	0 70	1 /0	0 70	O	0.073		0.570	3100	J
ALT	From:	ECL Che													
58 (460 Airline Blvd	City of Portsmouth	0.29 130	-	96%	1%	1%	0%	1%	0%	F	0.091	F	0.593	14000	F
30) (400)	- F				٦										
ALT	From:	Greenwo	ood Dr												
(58) (460) Airline Blvd	City of Portsmouth	0.20 140	00 F	96%	1%	1%	0%	1%	0%	F	0.09	F	0.561	15000	F
	To.	ri i	, T		1										
ALT	From:	Elmhurs	st Lane												
(58) (460) Airline Blvd	City of Portsmouth	1.30 100	00 F	96%	1%	1%	0%	1%	0%	F	0.086	F	0.578	11000	F
	To	SR 239 Vic	etory Blyd		1										
ALT	From:														
(58) (460) Airline Blvd	City of Portsmouth	0.28 140	00 F	96%	1%	1%	0%	1%	0%	F	0.09	F	0.612	15000	F
\hookrightarrow	Tax	SR 337 Ports	mouth Blvd		_										
58 Airline Blvd	City of Portsmouth	1.40 180		96%	1%	1%	0%	1%	0%	F	0.084	F	0.593	19000	F
30)	-				- ···										
~~~ 5	From	US 17 Fred		0.10/		201	40/	201	201	_		_	2 2 2 2		_
[58] Airline Blvd	City of Portsmouth	0.19 <b>190</b>	00 F	94%	1%	2%	1%	3%	0%	F	0.083	F	0.651	20000	F
~	To:	High	n St		<del></del>										
(58) Martin Luther King Freeway	City of Portsmouth	0.72 <b>230</b>		94%	1%	2%	1%	3%	0%	F	0.086	F	0.678	25000	F
<u> </u>	, F				7										
Markin Lukhar King Frances	City of Doubons with (NA - interest	SR 141; Lo		0.40/	40/	20/	40/	20/	00/		NIA			20002	
(58) Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.77 <b>240</b>		94%	1%	2%	1%	3%	0%	С	NA			26000	G
~	To:	Clevela	and St		1										

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

					_		Tru	ıck			K	<u> </u>	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~	From:	Cleveland			]										
Martin Luther King Freeway	City of Portsmouth (Maint: 64)	1.16 <b>51000</b>		94%	1% ¬	2%	1%	3%	0%	F	NA			54000	G
<u>*</u>	From:	WCL Norfe ECL Portsm													
Elizabeth River Mid Tunnel	City of Norfolk (Maint: 64)	0.47 <b>31000</b>		94%	1%	2%	1%	3%	0%	F	0.101	В	0.508	32000	F
	To-	US 58 P													
~	From:	SR 337		000/		40/	40/	00/	00/	_	0.000	_	0.504	00000	
Brambleton Ave	City of Norfolk	0.26 <b>26000</b>	F	96%	0%	1%	1%	2%	0%	F	0.080	F	0.501	30000	l
~	To- From:	Colley Av			<u> </u>										
337 Brambleton Ave	City of Norfolk	0.83 <b>37000</b>	F	96%	0%	1%	1%	2%	0%	F	80.0	F		44000	
~	To- From:	E SR 337			]										
58	City of Norfolk	0.17 <b>8000</b>	F	96%	2%	1%	1%	1%	0%	F	0.094	F	0.833	8800	
~~·	To- From:	Olney Ro	i		}—										
Sea Virginia Beach Blvd	City of Norfolk	0.07 <b>4900</b>	F	96%	2%	1%	1%	1%	0%	F	0.096	F	0.656	5300	
~	Too	Boush Stre	et		7										
) Virginia Beach Blvd	City of Norfolk	0.24 5300	F	96%	2%	1%	1%	1%	0%	F	0.089	F	0.571	5900	
	To:	Monticello	Δve		1										
√ Virginia Beach Blvd	City of Norfolk	0.70 <b>14000</b>		96%	2%	1%	1%	1%	0%	С	0.090	F	0.625	15000	
	Too	SR 168 Tidewa	oton Du												
Virginia Beach Blvd	City of Norfolk	0.53 <b>14000</b>	F	96%	2%	1%	1%	1%	0%	F	0.093	F	0.588	16000	
66) Virginia 2000. 2.10	T.				_ <i></i> ,,	.,,	. , ,	.,,	0,0	•	0.000	•	0.000		
58 Virginia Beach Blvd	City of Norfolk	Park Ave 0.96 <b>15000</b>		96%	1%	1%	1%	1%	0%	С	0.087	F	0.513	17000	
Virginia Beach Blvd	City of Nortoik			90 /0	1 /0 <b>-</b>	1 /0	1 /0	1 /0	0 /6	C	0.007	'	0.515	17000	
Vincinia Danah Dhud	City of Norfalls	SR 405 Ballenti		000/	40/	40/	40/	40/	00/		0.004		0.550	24000	
Virginia Beach Blvd	City of Norfolk	0.88 <b>28000</b>	F	96%	1%	1%	1%	1%	0%	F	0.084	F	0.552	31000	
~	To: From:	Azalea Garde		/	<u> </u>					_					
Virginia Beach Blvd	City of Norfolk	1.35 <b>28000</b>	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.642	30000	
~	To- From:	US 13 Military			}										
58 Virginia Beach Blvd	City of Norfolk	0.79 <b>27000</b>	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.507	30000	
~~·	To- From:	SR 165 Kempsy	ille Rd		]—										
Virginia Beach Blvd	City of Norfolk	0.93 <b>33000</b>	F	98%	0%	1%	0%	0%	0%	С	0.087	F	0.557	36000	
<u>ک</u>	To:	WCL Va Beach @ N													
(8) Virginia Beach Blvd	City of Virginia Beach	ECL Norfolk; Nev 1.33 <b>42000</b>		99%	<b>_</b> 0%	1%	0%	0%	0%	С	0.09	F	0.511	42000	
8) Virginia Beach Blvd	City of Virginia Beach			99 70	7 0 70	1 /0	0 /6	0 /0	0 /6	C	0.09	'	0.511	42000	
Visainia Danah Dhud	City of Viscinia Doods	SR 190 Witchd		000/		40/	00/	00/	00/		0.000		0.520	20000	
8 Virginia Beach Blvd	City of Virginia Beach	1.11 37000		99%	0%	1%	0%	0%	0%	F	0.089	F	0.539	36000	
~	To: From:	SR 225 Independe													
Virginia Beach Blvd	City of Virginia Beach	2.18 <b>46000</b>	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.588	46000	ļ
~	Ta: From:	Rosemont			}—										
S8 Virginia Beach Blvd	City of Virginia Beach	0.41 <b>54000</b>		98%	1%	1%	0%	0%	0%	F	0.086	F	0.531	54000	
	To:	Plaza Trail N	lorth		1										

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

		Primary ar	iu iiileisia	ile i voi	1103			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Avlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Dla	nza Trail Nor	th		1	ZAXIE	3*Axie	IIIali	ZIIali		Factor		Factor		
58 Virginia Beach Blvd	City of Virginia Beach	1.37	43000	F	98%	」 1%	1%	0%	0%	0%	С	0.092	F	0.577	42000	F
(36) 1.1ga 20ao. 2.1a	Tel					٠,,,	.,,	0,0	0,0	• 70	Ū	0.002	•	0.0	000	•
58 Virginia Beach Blvd	City of Virginia Beach	1.06	nnhaven Pkv 56000	ry F	99%	0%	1%	0%	0%	0%	F	0.079	F	0.539	56000	F
(58) Virginia Beach Blvd	City of Virginia Beach				99 /0	U /0	1 /0	0 70	U /0	0 /6	'	0.079	'	0.559	30000	'
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		79 Great Nec		000/		40/	00/	00/	00/	-	0.000	_	0.550	00000	_
58 Virginia Beach Blvd	City of Virginia Beach	0.14	32000	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.558	32000	F
~~~	To: From:		58; Va Bea	ch Blvd		]										
(58) Laskin Rd	City of Virginia Beach	1.47	30000	Α	99%	0%	1%	0%	0%	0%	С	0.097	Α	0.562	30000	Α
<u> </u>	To- From:	Fir	st Colonial F	Rd		}—										
58 Laskin Rd	City of Virginia Beach	1.53	31000	F	99%	0%	1%	0%	0%	0%	С	0.079	F	0.517	31000	F
	To-	1	Birdneck Rd													
58 Laskin Rd	City of Virginia Beach	0.97	27000	F	99%	0%	1%	0%	0%	0%	F	0.078	F	0.507	27000	F
30)	To:	US	60 Pacific A	ve		1										
ALT	From:		US 58			T										
ALT (58)	Town of Jonesville (Maint: 52)	0.59	5700	G	94%	1%	3%	0%	1%	0%	С	0.091	F	0.505	5800	G
30)	To:	N	CL Jonesvill	2		7										
ALT (58)	From:															
(58)	Lee County	3.51	5700	N	94%	1%	3%	0%	1%	0%	N	0.091	N	0.505	5800	N
	To: From:		52-645			]										
ALT (58)	Lee County	2.58	7600	G	93%	- 1%	3%	1%	2%	0%	F	0.086	F	0.505	7700	G
(36)	255 55411.9					٦ . / ٧	070	170		070	·	0.000	•	0.000	1100	Ŭ
ALT	From:	WCL	Pennington	Gap												
ALT (58)	Town of Pennington Gap (Maint: 52)	1.79	7600	N	93%	1%	3%	1%	2%	0%	Ν	0.086	Ν	0.505	7700	Ν
	To:		US 421 W			1										
ALT (58) (421)	Town of Pennington Gap (Maint: 52)	0.40	15000	G	93%	1%	3%	1%	2%	0%	F	0.08	F	0.511	15000	G
[58] [421]	Town of Fernington Gap (Maint: 52)	0.40		-	95 /0	7/0	370	1 /0	2/0	0 70	•	0.00	'	0.511	13000	O
ALT	To: From:		US 421 E			_										
ALT (58)	Town of Pennington Gap (Maint: 52)	0.23	7400	G	93%	1%	3%	1%	2%	0%	С	0.087	F	0.52	7400	G
	To:	ECL	Pennington	Gan		1										
ALT (58)	From:			•	000/	40/	00/	40/	00/	00/		0.00-		0.50	7.100	
58	Lee County	4.34	7400	N	93%	1%	3%	1%	2%	0%	N	0.087	N	0.52	7400	N
	To: From:		E 52-737			]										
ALT (58)	Lee County	2.91	5300	G	94%	0%	1%	2%	3%	0%	F	0.080	F	0.547	5300	G
	To		52-642													
ALT (58)	From:															
[58]	Lee County	6.40	4200	G	94%	0%	1%	2%	3%	0%	F	0.081	F	0.543	4300	G
ALT	To: From:		se County Li			-										
ALT (58)	Wise County	2.06	5200	re F	94%	J 0%	1%	2%	3%	0%	F	0.081	F	0.579	5300	F
(30)	To		L Big Stone		J-7/0	7	1 /0	_ /0	<b>3</b> / 0	<b>5</b> /0	•	0.001	•	0.070	5500	•
		*** (.)	2 215 510110	Сир		1										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	landa di attan	I IIIIai y ai				D		Tru	ck		- 00	K	01/	Dir	AANAIDT	
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT (58) Cumberland Ave	Town of Big Stone Gap	WC 1.15	L Big Stone 5900	Gap <b>F</b>	94%	] 0%	1%	2%	3%	0%	С	0.082	F	0.561	6100	F
<u> </u>	Town or Dig Ground Cup		W 1st Stree		0170	٠ <i>٠</i> ،٠	170		<b>0</b> 70	<b>0</b> 70		0.002		0.001	0100	
ALT (58) Wood Ave	Town of Big Stone Gap	0.13	5900	F	94%	0%	1%	2%	3%	0%	F	0.083	F	0.567	6100	F
98) WOOD AVE	Town or big otoric dap	0.10	E 1st Street		J+70	7	170	270	370	070	į	0.000		0.501	0100	
ALT 58 Wood Ave	From: Town of Big Stone Gap	0.42	5700	F	94%	J 0%	1%	2%	3%	0%	F	0.084	F	0.588	5800	F
(58) Wood Ave	Town or big Stone Gap		S 23, 5th Str		94 /0	7	1 /0	2/0	370	0 70	1	0.004	•	0.500	3000	'
ALT Bus	From:		US 23 5th S		97%		40/	40/	40/	0%	F	0.000	F	0 505	44000	
58 23 E 5Th St	Town of Big Stone Gap	0.24	10000 Gilley Ave	F	97%	0% 7	1%	1%	1%	0%	r	0.082	r	0.535	11000	F
ALT Bus	From:		E 5th St		0=0/	]	40/	40/	10/	201	_		_	0 = 4.4	44000	
58 23 Gilley Ave	Town of Big Stone Gap	0.93	11000	F	97%	0%	1%	1%	1%	0%	С	0.082	F	0.511	11000	F
ALT Bus	To- From:		L Big Stone	•		J										
[58] [23]	Wise County	0.35	12000	F	97%	0%	1%	1%	1%	0%	F	0.081	F	0.515	13000	F
ALT	To- From:		23; Bus US	3 23		}—										
58 23	Wise County	1.24	12000	F	88%	1%	2%	1%	8%	0%	F	0.081	F	0.507	12000	F
ALT	To- From:		S 97-610			}—										
58 23	Wise County	5.30	15000	F	88%	1%	2%	1%	8%	0%	F	0.078	F	0.529	15000	F
ALT	To- From:		N 97-610			}—										
(58) (23)	Wise County	0.86	15000	F	88%	1%	2%	1%	8%	0%	F	0.079	F	0.52	15000	F
ALT	To- From:	,	WCL Norto	n		]										
58 23	City of Norton (Maint: 97)	1.03	16000	F	88%	1%	2%	1%	8%	0%	F	0.081	F	0.516	16000	F
	To- From:		11th St			}										
ALT (58) (23)	City of Norton (Maint: 97)	1.49	16000	F	88%	1%	2%	1%	8%	0%	F	0.08	F	0.58	16000	F
$\hookrightarrow$	Ta-		US 23	20		1										
ALT (58)	City of Norton (Maint: 97)	1.26	JS 23; SR 28 13000	F	93%	」 0%	1%	1%	3%	0%	F	0.078	F	0.603	13000	F
	To:	Wi	ise County L	ine		1										
ALT (58)	Wise County	2.04	ECL Nortor	N	93%	] 0%	1%	1%	3%	0%	N	0.078	N	0.603	13000	N
	vvide dounty	2.07	97-762		0070	7	170	170	070	070	.,	0.070	.,	0.000	10000	
ALT (58)	Wise County	2 20		F	93%	00/	10/	10/	20/	0%	F	0.070	F	0.560	14000	F
	wise County	2.30	13000		93%	0% ¬	1%	1%	3%	U%	Г	0.078	r	0.569	14000	۲
ALT	From:	4.07	97-813		000/		40/	40/	00/	00/	_	0.070	_	0.574	40000	
ALT (58)	Wise County	1.67	13000	F	93%	0%	1%	1%	3%	0%	F	0.079	F	0.571	13000	F
ALT	To. From:		VCL Coebu													
ALT (58)	Town of Coeburn (Maint: 97)	0.94	13000	N	93%	0% T	1%	1%	3%	0%	N	0.079	N	0.571	13000	N
	10.		SR 158			1										

7/15/2004

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle				QC	Factor	QK	Factor	AAWDT	QW
From:		SR 158													
Town of Coeburn (Maint: 97)	0.13	12000	F	93%	0%	1%	1%	3%	0%	F	0.07	F	0.692	13000	F
To- From:		W SR 158			}—										
Town of Coeburn (Maint: 97)	0.77	9000	F	93%	0%	1%	1%	3%	0%	F	0.074	F	0.559	9500	F
To															
Town of Coeburn (Maint: 97)				93%	J 0%	1%	1%	3%	0%	F	0.073	F	0 523	8300	F
Town of Cochain (Maint. 07)	2.71			0070	7	170	170	070	070	•	0.070	•	0.020	0000	•
From:															
Wise County	4.35	7700	F	93%	0%	1%	1%	3%	0%	F	0.074	F	0.595	8200	F
To- From:		97-657			}										
Wise County	2.27	7800	F	93%	0%	1%	1%	3%	0%	F	0.077	F	0.584	8300	F
To- From:		97-655													
Wise County	1.34	8500	F	93%	0%	1%	1%	3%	0%	F	0.076	F	0.568	9100	F
To:			ml												
From:				020/	<b>_</b>	40/	40/	20/	00/	N.	0.070	N.I	0.500	0400	N.
Town or Saint Paul (Maint. 97)	0.30		N	93%	U% ¬	170	170	3%	0%	IN	0.076	IN	0.306	9100	N
Tro- From:		SR 63			_										
Town of Saint Paul (Maint: 97)				93%	0%	1%	1%	3%	0%	F	0.078	F	0.546	9900	F
To- From:															
Town of Castlewood (Maint: 83)	2.56	13000	A	93%	0%	1%	1%	3%	0%	С	0.101	Α	0.524	13000	Α
Too		SR 65			1										
Town of Castlewood (Maint: 93)	1.04		G	03%		10/	10/	30/	00/-	_	0.077	_	0.510	10000	G
Town of Castlewood (Maint. 65)				93 /6	7	1 /0	1 /0	3/0	0 /0	'	0.077	'	0.510	10000	G
From:															
Russell County	3.10	9800	N	93%	0%	1%	1%	3%	0%	N	0.077	N	0.510	10000	N
To: From:		W SR 71			}										
Russell County	1.46	9800	G	93%	0%	1%	1%	3%	0%	F	0.078	F	0.527	10000	G
To- France		E SR 71			1—										
Russell County	1 98		G	93%	0%	1%	1%	3%	0%	F	0.081	F	0 514	7600	G
To:					٠,,	.,,	.,,	0,0	0,70	•	0.00.	•	0.0		
From:	4.70			000/		40/	40/	201	001	_	0.070	_	0.540	7000	
Russell County	4./3		G	93%	U% -	1%	1%	<b>3</b> %	υ%	۲	0.079	F	0.542	7900	G
Ta: From:		US 19													
Russell County	1.98	16000	G	91%	0%	2%	1%	5%	0%	F	0.083	F	0.561	16000	G
To: From:			-		1										
Washington County	3.25	17000	G	91%	0%	2%	1%	5%	0%	F	0.084	F	0.575	17000	G
Ta-		95-802	-		1										
	Town of Coeburn (Maint: 97)  Wise County  Wise County  Wise County  Town of Saint Paul (Maint: 97)  Town of Saint Paul (Maint: 97)  Town of Castlewood (Maint: 83)  Town of Castlewood (Maint: 83)  Town of Castlewood (Maint: 83)  Russell County  Russell County  Russell County  Russell County  Russell County  Russell County	Town of Coebum (Maint: 97)   0.13	Town of Coeburn (Maint: 97)   0.13   12000	Town of Coeburn (Maint: 97)	Durisdiction	Second   Company   Compa	Length AADT QA 4 Tire   Bus   2Axle 3+Axle 1Trail   2Trail   SR 158   SR	Town of Coebum (Maint: 97)	Length   ADT   QA   4Tire   Bus   2Avie   37+Avie   17rail   2Trail   QC   Factor	Section   Compute   Comp	Length   AADT   QA   4Tire   Bus   2Ade   3+Ade   1Trail   2Trail   QC   Factor   QK   Factor   AADT   QA   4Tire   Bus   2Ade   3+Ade   1Trail   2Trail   QC   Factor   QK   Factor   AADT   QA   4Tire   Bus   2Ade   3+Ade   1Trail   2Trail   QC   Factor   QK   Facto	Signature   Sign			

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu iiileisti	מול הטנ	ııcs							17				
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
ALT	From:		95-802			]					_		_			_
(58) (19)	Washington County	3.03	18000	G	91%	0%	2%	1%	5%	0%	F	0.082	F	0.594	18000	G
ALT.	Ta: From:		95-700			_										
ALT (58) (19)	Washington County	3.79	19000	G	91%	0%	2%	1%	5%	0%	F	0.082	F	0.597	19000	G
[58] [19]	washington County				3170	- 070	2 /0	1 /0	370	0 70		0.002	'	0.551	13000	O
ALT	To: From:	N	CL Abingd	on		_										
58 19 Porterfield Rd	Town of Abingdon	0.21	21000	G	91%	0%	2%	1%	5%	0%	F	0.087	F	0.567	23000	G
	To:		US 19			7										
ALT	From:															
8 Russell Rd	Town of Abingdon	1.01	7200	G	97%	0%	1%	1%	2%	0%	С	0.086	F	0.556	7700	G
<u> </u>	To-	7	Valley Stree	et												
ALT COL	From:	0.04	Valley St		050/		00/	00/	00/	00/	_	0.004	_	0.000	10000	•
58 11 Main St	Town of Abingdon	0.24	12000	G	95%	1%	2%	0%	2%	0%	F	0.084	F	0.600	12000	G
ALT.	From:		Main St US 11													
ALT	Town of Abingdon	0.78	18000	G	97%	」 0%	1%	1%	1%	0%	С	0.088	F	0.514	19000	G
58 75	Town of Abinguon	0.70	I-81		31 /0	7	1 /0	1 /0	1 /0	0 70	C	0.000	'	0.514	13000	O
	From	****		***		<u> </u>										
Bus		0.16	outh of Law 8900		e 95%	40/	20/	40/	20/	00/	С	0.000	F	0.500	0000	0
58 46	Brunswick County	0.16	8900	G	95%	1%	2%	1%	2%	0%	C	0.099	г	0.586	8900	G
Bus	To: From:	SCI	Lawrence	ville		<u> </u>										
	Town of Lawrenceville (Maint: 12)	0.80	8900	N	95%	1%	2%	1%	2%	0%	N	0.099	Ν	0.586	8900	Ν
(58) (46)						٠										
Bus	From:		SR 46													
Bus (58)	Town of Lawrenceville (Maint: 12)	0.35	6700	G	95%	1%	2%	1%	2%	0%	F	0.087	F	0.567	6600	G
	To:	FCI	Lawrence	ville		1										
Bus (58)	From:															
(58)	Brunswick County	1.25	6700	N	95%	1%	2%	1%	2%	0%	N	0.087	N	0.567	6600	Ν
	To:	US	58 & 12-7	750												
Bus 58	From:	US 58	West of Bo	•												
<b>(58)</b>	Town of Boydton (Maint: 58)	0.48	1700	G	96%	1%	2%	0%	1%	0%	F	0.102	F	0.56	1700	G
	To:		SR 92			1—										
Bus 58	Taxas of Davidson (Maint, 50)	0.55			000/	40/	00/	00/	40/	00/	_	0.400	_	0.000	4000	0
58	Town of Boydton (Maint: 58)	0.55	1200	G	96%	1%	2%	0%	1%	0%	С	0.123	F	0.632	1200	G
	To- From:	N	ICL Boydto	n												
Bus (58)	Mecklenburg County	0.05	1200	N	96%	- 1%	2%	0%	1%	0%	Ν	0.123	N	0.632	1200	N
(38)	To:		B East of Bo		30 /0	1	2 /0	0 /0	1 /0	0 /0	14	0.120	14	0.002	1200	14
	From:															
Bus (58)	City of Emporia	0.21	West Inter	section <b>G</b>	95%	J 0%	2%	1%	2%	0%	С	0.070	F	0 FE0	14000	0
(58)	City of Emporia				95%	∪% 7	∠%	1 %	∠%	U%	C	0.079	Г	0.558	14000	G
Bus	From:		est Atlantic 558 Connec			1										
58 West Atlantic Street	City of Emporia	0.44	13000	G	97%	」 0%	1%	0%	1%	0%	С	0.084	F	0.503	14000	G
36) West Attacked Street	To:		rth Main St		3.70	7	. 70	<b>3</b> / 0	. 70	5 /0	J	5.56→	•	0.000	. 7000	9
	<u> </u>	110	1714111 01													

7/15/2004

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   City of Emporia   Reese St   Prom.   Reese St   Reese St   Prom.   Reese St   Reese St   Read of the content of	
Bus   From   North Main Street	
Bus Reese St	5000 C
Bus	5900 G
Bus	
(58) East Atlantic Street City of Emporia 1.20 <b>2100 G</b> 89% 0% 4% 0% 7% 0% C 0.095 F 0.56	2300 G
US 58 East Intersection	2000 0
Bus   US 58     US 58	3300 A
To WCI Franklin	
Bus   10   10   10   10   10   10   10   1	3400 F
	0400 1
Bus Hunterdale Rd	
(58) Clay Street City of Franklin 0.58 <b>4500 F</b> 97% 1% 1% 0% 1% 0% F 0.093 F 0.54	5000 F
Bus Homestead Rd	
(58) Clay Street City of Franklin 0.35 <b>3900 F</b> 97% 1% 1% 0% 1% 0% F 0.098 F 0.59	4400 F
To Lee St	
Bus .	3200 F
Clay Street City of Franklin 0.16 <b>2800 F</b> 97% 1% 1% 0% 1% 0% F 0.091 F 0.52  Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>5200 F</b> 97% 1% 1% 0% 0% 0% F NA	5800 F
	3000 1
Bus Gardner St	
Clay Street City of Franklin 0.17 <b>2600 F</b> 97% 1% 1% 0% 1% 0% F 0.087 F 0.51	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>4200 F</b> 97% 1% 1% 0% 1% 0% F NA	4700 F
Bus From: High St	
(58) 4th Avenue City of Franklin 0.26 <b>2200 F</b> 97% 1% 1% 0% 1% 0% F 0.082 F 0.57	2500 F
Bus From: Fourth Ave	
Bus From: Fourth Ave   Fourth Ave     Fourth Ave     Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Fourth Ave   Four	4400 F
Second Ave	
Bus US 258	10000 =
(58) (258)         City of Franklin         0.19         10000         F         97%         1%         1%         0%         F         0.087         F         0.60	12000 F
Bus ECL Franklin	
(58)(258) Southampton County0.03 <b>10000 F</b> 97% 1% 1% 0% 1% 0% F 0.087 F 0.60	12000 F
To Isle of Wight County Line	
Bus   Southampton County Line	9200 G
	0200 0
Bus US 258	
Bus   US 2.36	3400 G
WCLDulloik	
Bus   Isle of Wight County Line	3200 G
To: SR 189	

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		FIIIIdiy di						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Rus	From:		SR 189			1	ZAXIC	3 - AXIC	TITAL	ZIIdii		1 actor		1 actor		
Bus 58	City of Suffolk (Maint: 61)	0.26	3600	G	93%	1%	3%	1%	2%	0%	F	0.092	F	0.618	3600	G
33)	Tool					1										
Bus	From:		61-653													
Bus (58)	City of Suffolk (Maint: 61)	0.46	4100	G	93%	1%	3%	1%	2%	0%	С	0.092	F	0.679	4100	G
	To		US 58													
Bus	From:		us 58 Clay													
(58) Lee Street	City of Franklin	0.16	1600	F	98%	1%	1%	0%	0%	0%	F	0.112	F	0.677	1800	F
<b></b>	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	4200	F	97%	1%	1%	0%	1%	0%	F	NA			4700	F
D	To: From:		High St													
Bus (58) High Street	City of Franklin	0.27	Lee Street 2400	F	98%	」 1%	1%	0%	0%	0%	С	0.100	F	0.644	2600	F
58) Thigh outcot	Combined Traffic Estimates for 2 Parallel Roadway		5200	F	97%	1%	1%	0%	0%	0%	F	NA	•	0.011	5800	F
	Tario Estimates for 21 arane roadway		58 Fourth		31 /0	7	1 /0	0 70	0 /0	0 70	'	INA			3000	'
Due	From:		8 East of He			1										
Bus  (58) Holland Road	City of Suffolk (Maint: 61)	0.05	15000	G	94%	J 1%	3%	1%	1%	0%	F	0.091	F	0.513	17000	G
(58) Holland Road	Oity of Garloik (Warnt. 01)				J+70	1 /0 <del>-</del>	370	170	1 /0	0 70	'	0.001	'	0.010	17000	J
Bus	Ta: From:	61-172	2 Kilby Sho	ores Rd												
58 Holland Road	City of Suffolk (Maint: 61)	1.79	13000	G	94%	1%	3%	1%	1%	0%	С	0.097	F	0.595	14000	G
	To:		37 Constan													
Bus	From:		337 Holland		0.10/		201	40/	00/	201	_		_		44000	
(58) Constance Road	City of Suffolk	0.29	10000	G	94%	1%	2%	1%	2%	0%	С	0.093	F	0.548	11000	G
Bus	To: From:	WCL Su	ıffolk Pitchl	kettle Rd		}—										
58 Constance Road	City of Suffolk	0.86	11000	G	96%	0%	1%	1%	1%	0%	С	0.094	F	0.584	12000	G
98) Constante Mad	only of Garron					7	170	1,0	170	070	Ü	0.001	•	0.001	12000	Ü
Bus Bus Bus	From:	S	R 32 Main	St												
58 13 460 Constance Road	City of Suffolk	0.88	15000	G	91%	0%	2%	2%	4%	0%	F	0.086	F	0.564	16000	G
$\bigcirc$	To:	I	Pinner Stree	et												
Bus Bus Bus	From:	1.00	Pinner St		0.40/	]	00/	00/	407	00/	_	0.000	_	0.500	00000	0
58 13 460 Portsmouth Blvd	City of Suffolk (Maint: 61)	1.60	19000	G	91%	0%	2%	2%	4%	0%	С	0.088	F	0.562	20000	G
Bus Bus Bus	To: From:	SR 33	37 Washing	ton St		}										
(58) (13) (460) Portsmouth Blvd	City of Suffolk (Maint: 61)	1.22	24000	G	92%	0%	3%	1%	3%	0%	С	0.087	F	0.638	26000	G
30) (3) (400)	To:		US 58			1										
Bus	From:	US 58	West of Co	urtland												
(58) (35)	Southampton County	2.03	3700	F	91%	J 1%	1%	0%	6%	0%	F	0.095	F	0.545	3800	F
(30) (33)	- I				/ •	.,, T	. , •	- / 0	- / 0	- / •	-		-		- 300	-
Bus	Io- From:	W	CL Courtla	nd												
58 35	Town of Courtland (Maint: 87)	0.14	3700	N	91%	1%	1%	0%	6%	0%	Ν	0.095	Ν	0.545	3800	Ν
	_ To:	SR	35 Courtla	and		<b>—</b>										
Bus (58)	From:				040/	40/	40/	00/	C0/	00/	_	0.00	_	0.50	0700	_
(58)	Town of Courtland (Maint: 87)	1.10	6500	F	91%	1% <b>7</b>	1%	0%	6%	0%	С	0.08	F	0.52	6700	F
	10.	E	CL Courtla	nu		<u> </u>										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			i iiileisiale R				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		L Courtland								· ·				
58	Southampton County	1.18	6500 N		1%	1%	0%	6%	0%	Ν	0.08	Ν	0.52	6700	Ν
<u> </u>	To:		ast of Courtland	<u> </u>											
Bus	From:		8 Laskin Rd	2221	<b>ا</b>	407	201	201	00/	_		_			_
58 Virginia Beach Blvd	City of Virginia Beach	1.40	34000 F	98%	1%	1%	0%	0%	0%	F	0.075	F	0.63	38000	F
Bus	To- From:	First	Colonial Rd												
58 Virginia Beach Blvd	City of Virginia Beach	0.44	20000 F	98%	1%	1%	0%	0%	0%	F	0.073	F	0.522	20000	F
<u> </u>	To-	Oc	ceana Blvd		<b>1</b>										
Bus 58 Virginia Beach Blvd	City of Virginia Beach		14000 F	98%	<b>-</b> 1%	1%	0%	0%	0%	F	0.073	F	0.526	14000	F
58 Virginia Beach Blvd	City or Virginia Beach			90%	1 70	1 70	076	070	0%	Г	0.073	г	0.520	14000	Г
Bus	To- From:	Bi	rdneck Rd												
58 Virginia Beach Blvd	City of Virginia Beach		13000 F	98%	1%	1%	0%	0%	0%	С	0.073	F	0.532	13000	F
<u> </u>	To:	At	lantic Ave												
Bus Bus Bus	From:		Sus Us 23												
(58) (23) (421)	Scott County	0.04	3200 N	97%	1%	1%	1%	1%	0%	Ν	0.098	Ν	0.602	3500	N
Bus Bus Bus	To- From	CL	Gate City												
58 (23) (421)	Town of Gate City (Maint: 84)	0.80	3200 F	97%	1%	1%	1%	1%	0%	С	0.098	F	0.602	3500	F
33 (23) (421)	To		84-762												
Bus Bus Bus	From					40/	201	201	221						
58 23 421	Town of Gate City (Maint: 84)	0.84	3900 F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.585	4300	F
Bus Bus Bus	To- From:		84-763												
(58) (23) (421)	Town of Gate City (Maint: 84)	0.15	6100 F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.595	6600	F
$\bigcirc$	To		84-665												
Bus Bus Bus	From: L.	0.10		000/		40/	00/	00/	00/	_	0.000	F	0.00	0000	F
(58) (23) (421)	Town of Gate City (Maint: 84)	0.12		98%	0%	1%	0%	0%	0%	F	0.089	г	0.62	8800	г
Bus Bus Bus	To: From:		SR 71												
[58] [23] [421]	Town of Gate City (Maint: 84)	0.47	11000 F	98%	0%	1%	0%	0%	0%	С	0.085	F	0.559	12000	F
$\bigcirc$	To		84-836		<b>—</b>										
Bus Bus Bus	Town of Gate City (Maint: 84)	0.23	18000 F	98%	<b>-</b> 0%	1%	0%	0%	0%	F	0.091	F	0.546	20000	F
(58) (23) (421)	Town or Gate City (Maint. 64)		outh of Gate Cit		7 070	1 /0	0 70	0 /0	0 70	'	0.031	'	0.540	20000	
Pue	From:		US 58	,											
Bus (58)	Henry County	2.40	10000 F	98%	0%	1%	0%	2%	0%	С	0.087	F	0.645	11000	F
	To		s S of Martinsv												
Bus Bus	From:					40/	10/	00/	20/	_					_
(58) (220)	Henry County	0.72	22000 F	96%	1%	1%	1%	2%	0%	F	0.077	F	0.574	23000	F
Bus Bus	To- From:	SCL	Martinsville		]										
(58) (220) Memorial Blvd.	City of Martinsville	0.71	23000 F	96%	1%	1%	1%	2%	0%	С	0.083	F	0.554	25000	F
	To:	Starlin	ng Avenue W												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AAD	r 04	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	O\^/
	Jurisdiction			41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
Bus (58) (57) Starling Ave	City of Martinsville	Memorial 0.85 <b>1100</b>		98%	」 ○%	0%	0%	1%	0%	С	0.086	F	0.583	12000	F
$\bigcirc$	To-	Mulberry	Rd		1										
Bus (58) (57) Starling Ave	City of Martinsville	0.15 <b>9100</b>	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.576	10000	F
<b>~ ~</b>	To- France	Church													
Sus (58) (57) Church Street	City of Martinsville	O.10 <b>1100</b>		98%	0%	1%	1%	1%	0%	С	0.09	F	0.565	12000	F
	To: From:	Church St	Ext		]——										
Sus (58) (57) Church Street	City of Martinsville	0.28 <b>1100</b>	) F	98%	0%	1%	1%	1%	0%	F	0.092	F	0.575	13000	F
~ ~	To- From:	Fairy S	t		]——										
Bus 58 57 Church Street	City of Martinsville	0.26 <b>1100</b>	) F	98%	0%	1%	1%	1%	0%	F	0.095	F	0.645	12000	F
	To- From:	Brookdal	e St		]										
Bus  58  57  Church Street	City of Martinsville	0.13 <b>1500</b>	) F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.589	16000	F
	To- From:	Hooker	St		]										
Bus 58 57 Church Street	City of Martinsville	0.77 <b>1800</b>	) F	97%	1%	1%	0%	1%	0%	С	0.087	F	0.594	20000	F
	To- Frame	ECL Martin	sville		]										
Bus (58) (57)	Henry County	0.54 <b>1600</b>	) B	98%	0%	1%	0%	1%	0%	С	0.347	В	0.506	17000	В
	To: From:	SR 57 East of M	artinsville		]										
Bus (58)	Henry County	2.48 <b>1200</b>	) F	93%	1%	1%	2%	2%	0%	С	0.086	F	0.584	13000	F
	To- From:	44-930													
Bus (58)	Henry County	0.57 <b>1100</b> US 58		98%	0%	1%	0%	1%	0%	F	0.086	F	0.571	12000	F
	From:	US 1 No			1										
Bus  58 1 Danville St	Mecklenburg County	0.16 <b>5200</b>		92%	0%	3%	1%	3%	0%	Ν	0.093	Ν	0.506	5500	N
	To- From:	SCL South	Hill		]										
Bus (58) (1) Danville St	Town of South Hill	1.89 <b>5200</b>	G	92%	0%	3%	1%	3%	0%	С	0.093	F	0.506	5500	G
$\bigcirc$	To- From:	Locust	St		]										
Bus (58) (1) Danville St	Town of South Hill	0.28 <b>7000</b>	G	92%	0%	3%	1%	3%	0%	F	0.09	F	0.559	7400	G
Bus	To- From:	Plank R	ld.		]——										
58 1 Danville St	Town of South Hill	0.09 <b>8400</b>	G	92%	0%	3%	1%	3%	0%	F	0.087	F	0.528	8900	G
Bus	To: From:	Goodes Ferr	y Blvd		]										
Bus  (58) 1 Danville St	Town of South Hill	0.23 9600		92%	0%	3%	1%	3%	0%	F	0.089	F	0.505	10000	G
Bus	Io: From:	Mecklenbur Danville													
(58) (1) Mecklenburg Ave	Town of South Hill	0.16 <b>7800</b>	G	94%	0%	2%	1%	3%	0%	F	0.085	F	0.505	8300	G
$\sim$	To:	US 1; SR 47 A	tlantic St												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and	ı iilerstai	ie Rol	iies									- D:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
-							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus Atlantia Ct	Town of Court Lill		S 1; SR 47	N.	0.40/	00/	20/	40/	20/	00/	N.	0.070	N.	0.544	42000	N.I
58 Atlantic St	Town of South Hill	0.48	12000	N	94%	0%	2%	1%	2%	0%	N	0.079	N	0.511	13000	N
Bus	To- From:	V	Vindsor St													
58 Atlantic St	Town of South Hill	0.66	12000	G	94%	0%	2%	1%	2%	0%	С	0.079	F	0.511	13000	G
	To		US 58													
Bus	From:	US	5 58; 52-687	,												
Bus 58	Lee County	7.00	NA			-						NA			NA	
	To:		US 58													
	From:	SR 47 Nor	th of Drakes	s Brancl	1											
59	Town of Drakes Branch (Maint: 19)	0.55	2000	F	93%	1%	2%	1%	2%	0%	С	0.1	F	0.550	2000	F
	To-	NCI	Drakes Brai	nah		1										
59	Charlotte County	6.77	2000	N	93%	<b>⊿</b> 1%	2%	1%	2%	0%	N	0.1	Ν	0.550	2000	N
59	Sharotto County				0070	٠,,,	270	170	_,,	070	.,	0.1	.,	0.000	2000	.,
	Town of Kovovilla (Maint: 10)		CL Keysville 2000	N e	020/	10/	20/	10/	20/	00/	NI	0.1	NI	0.550	2000	NI
59	Town of Keysville (Maint: 19)	0.58	40 Keysville		93%	_1% ¬	2%	1%	2%	0%	N	0.1	N	0.550	2000	N
			•			<u> </u>										
	Alloghony County	1.83	irginia State	Line		]	1 for dire	ational t	roffic vo	مرسا	timata	a for this	0000	ont.		
60 64	Alleghany County		44000	_								s for this	segn	ient.	40000	_
	Combined Traffic Estimates for 2 Parallel Roadways on	i this Route:		G	75%	1% -	1%	1%	22%	1%	F	NA			10000	G
$\sim$	Ta- From:		F-198													
(60) (64)	Alleghany County	5.33		_								s for this	segm	ient.		_
	Combined Traffic Estimates for 2 Parallel Roadways on	n this Route:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	G
	To: From:		03-661			}—										
(60) <del>(64)</del>	Alleghany County	2.85			5	See I-64	4 for dire	ectional t	raffic vo	lume es	timate	s for this	segm	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on			G	75%	1%	1%	1%	22%	1%	F	NA			9600	G
	To:		60, SR 159			-										
(00)	Alleghany County	0.40	-64 Callagha 3300	G	93%	<b>1</b> %	1%	4%	2%	0%	С	0.088	F	0.741	3300	G
(60)	7 diagnary county	0.40			0070	7	170	470	270	0 70	J	0.000	•	0.7-1	0000	Ü
	All a cile and Country	4.00	E I-64		88%	40/	20/	20/	C0/	00/		0.00	_	0.707	0400	^
60	Alleghany County	4.29	2400	G	88%	1%	2%	3%	6%	0%	С	0.09	F	0.737	2400	G
	To: From:		L Covingto			]										
60 N Monroe Avenue	City of Covington	0.09	4800	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.648	5200	G
~	To- From:	SR 154	W Riversio	de St												
60 N Monroe Avenue	City of Covington	0.14	5000	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.509	5400	G
$\overline{}$	To	WI	Locust Stree	et		<b>—</b>										
60 S Monroe Avenue	City of Covington	0.43	6100	G	98%	0%	1%	0%	0%	0%	С	0.092	F	0.539	6600	G
	7			-		7					-					-
S Monroe Avenue	City of Covington	0.40	Oak Street 6700	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.54	7200	G
(60) S Monroe Avenue	To:		S Alleghar		3070	U70	1 70	U 70	U70	U 70	Г	0.090	Г	0.54	1200	G
		US 22(	o Aneghai	ıy St		—										

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	nd Interstat	te Rou	ıtes											
Route	Jurisdiction	l angth	AADT	04	4Tire	Dua		Tru	ıck		00	K	OK	Dir	AAWDT	0\4/
Route	Jurisdiction	Length	AADT	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
~~~~	From:	US 220	0 S Alleghany													
(60) (220) E Madison Avenue	City of Covington	0.12	14000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.525	15000	G
<u> </u>	To- From:	S	Highland Ave	e]										
60 220 East Madison Street	City of Covington	0.26	15000	G	93%	1%	1%	1%	4%	0%	С	0.091	F	0.5	16000	G
	To:	SR	18 Carpenter	St												
60 220 E Madison Street	City of Covington	0.46	13000	G	92%	1%	1%	1%	5%	0%	С	0.092	F	0.506	14000	G
	Ta	E	CL Covingtor			1										
(20)	Alleghany County	0.64	14000	G	92%	1%	1%	1%	5%	0%	F	0.086	F	0.543	15000	G
[60] [220]	Alleghany County	0.04			JZ /0	170	1 /0	1 70	370	0 70	'	0.000	'	0.040	13000	J
	To- From:	0.00	US 220		000/	40/	40/	40/	E 0/	00/		0.000		0.540	45000	
[60] [220]	Alleghany County	0.08	14000	N	92%	1% 7	1%	1%	5%	0%	N	0.086	Ν	0.543	15000	N
	From:		East of Coving													
(60) (64) (220)	Alleghany County	4.81	D 00, 0D 22 0		5	⊒ See I-6₄	4 for dire	ectional	traffic vo	lume est	timate	s for this	segn	nent.		
00) 04) (220)	Combined Traffic Estimates for 2 Parallel Roadway	vs on this Route:	19000	G	75%	1%	1%	1%	22%	1%		0.074	·	0.523	18000	G
	To		03-696													
60 (64) (220)	Alleghany County	2.37	03-090		Ç	J See I-64	4 for dire	ectional	traffic vo	lume est	timate	s for this	sean	nent		<u>.</u>
(60) (64) (220)	Combined Traffic Estimates for 2 Parallel Roadway		20000	G	75%	1%	1%	1%	22%	1%	F	0.071	_	0.509	18000	G
	Combined Traine Estimates for 21 drainer (Codawa)					1 / O	1 /0	1 70	22 /0	1 70	'	0.07 1	'	0.505	10000	J
	Alleghany County	BUS US 60 BUS 1.11	US 220 West	t of Clif		20016	1 for dire	octional t	troffic ve	lumo oot	timata	s for this		nont		
[60] [64] [220]	9 , ,		45000	•	75%	1%	1%	1%	22%	1%	ıımate F	0.076	segn F	Hent.	14000	G
	Combined Traffic Estimates for 2 Parallel Roadway			G	75%	1 70	1 70	1 70	ZZ 70	1 70	Г	0.076	Г		14000	G
$\overline{\bigcirc}$	Towns of Olifton Forms (Majorto		L Clifton For	rge			4.6		cc:	L	··4 -	- 6 41-1-		1		
60 64 220	Town of Clifton Forge (Maint: 0.		4=000	_								s for this	U	nent.	4.4000	0
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	15000	G	75%	1%	1%	1%	22%	1%	F	0.076	F		14000	G
	To: From:		L Clifton For	ge]										
(60) (64) (220)	Alleghany County	0.97			5		4 for dire		traffic vo	lume est	timate	s for this	_	nent.		
\$ \$ \$	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	15000	G	75%	1%	1%	1%	22%	1%	F	0.076	F		14000	G
		US 2	220; BUS US	60]										
(60) (64)	Alleghany County	1.78			5	See I-64	4 for dire	ectional	traffic vo	lume est	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	11000	G	75%	1%	1%	1%	22%	1%	F	80.0	F	0.547	10000	G
	To: From:	S	R 42, SR 269)		1										
60 64	Alleghany County	6.38			5	See I-64	4 for dire	ectional	traffic vo	lume est	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	9000	G	75%	1%	1%	1%	22%	1%	F	0.075	F	0.535	8400	G
	To:		SR 269			1										
60 64	Alleghany County	5.34	DIC 207		5	⊒ See I-64	4 for dire	ectional	traffic vo	lume est	timate	s for this	sean	nent.		
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadway		8800	G	75%	1%	1%	1%	22%	1%	F	0.072	F	0.527	8200	G
	To-		ridge County		. 0 / 0	7	. / 0	. 70	/0	. 70	•	J.J	•	J.J <u>L</u> 1	0200	~
~~~	From:	Alleg	hany County													
(60) (64)	Rockbridge County	1.92					4 for dire	ectional	traffic vo	lume est	timate	s for this	segn	nent.		
$\sim$	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:		G	75%	1%	1%	1%	22%	1%	F	0.072	F	0.527	8200	G
	To		81-780													

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	1	1	AADT		4T:	D		Tru	uck		00	K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Ų۱
	From:	7.38	81-780				1 for dir	ootional i	traffia va	dumo oo	timata	a for this	0000	ont.		
60 64	Rockbridge County  Combined Traffic Estimates for 2 Parallel Roadways		8800	Α	75%	5ee 1-64 1%	4 for dire	ectional 1 1%	22%	nume es 1%	ımate C	s for this 0.128	segn	0.632	8300	A
	Combined Trainic Estimates for 2 Parallel Roadways	on this Route.	US 60	А	75%	7	1 70	170	22 70	1 70	C	0.120	A	0.032	0300	,
~~~	From:		623 Near K													
60	Rockbridge County	0.43	1700	G	92%	1%	2%	2%	2%	0%	С	0.083	F	0.52	1700	•
	Ta- From:		81-631]										
60)	Rockbridge County	3.09	2200	G	96%	0%	2%	1%	1%	0%	С	0.100	F	0.656	2300	
	To: From:	81-641	West of Le	xington		-										
60	Rockbridge County	2.08	4500	G	96%	0%	2%	1%	1%	0%	F	0.084	F	0.646	4500	
~ ·	Ta	W	CL Lexingt	on		1										
60 Nelson Street	City of Lexington	0.25	4600	G	97%	1%	2%	0%	1%	0%	С	0.081	F	0.641	4900	(
~	Tai	7	Woods Cree	k		1										
60 Nelson Steet	City of Lexington	0.33	8100	G	97%	1%	2%	0%	1%	0%	F	0.083	F	0.542	8600	
<u> </u>	To:	G	lasgow Stre	et												
60 Nelson Street	City of Lexington	0.14	8700	G	97%	1%	2%	0%	1%	0%	F	0.081	F	0.526	9200	
90)	To		Lee Street													
60 Nelson Street	From L City of Lexington	0.17	8300	G	96%	0%	1%	1%	1%	0%	F	0.077	F	0.505	8800	
9	To		andolph Stre													
60 Nelson Street	From L_ City of Lexington	0.21	12000	G	96%	0%	1%	1%	1%	0%	F	0.086	F	0.547	13000	
00)	To To					٦	.,.	.,.		-,-	•		-			
60 Nelson Street	City of Lexington	0.35	Lewis Stree 11000	G G	96%	0%	1%	1%	1%	0%	С	0.088	F	0.582	12000	
NCISON Officer	only of Eckington				3070	7	1 /0	170	170	0 70	O	0.000	'	0.502	12000	
200	Rockbridge County	2.15	CL Lexingte 11000	on G	96%	0%	1%	1%	1%	0%	С	0.089	F	0.545	11000	
60	Nockbridge county				30 /0	7	1 /0	1 /0	1 /0	0 70	C	0.003	'	0.545	11000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Rockbridge County	2.17	East of Lexi	ngton <b>G</b>	92%	0%	1%	1%	5%	0%	С	0.089	F	0.530	13000	
60)	Rockbridge County	2.17		G	92%	U% -	170	170	3%	0%	C	0.069	Г	0.530	13000	
	To- From:	0.00	W 81-608		000/		40/	40/	<b>F</b> 0/	00/	F	0.004	F	0.545	40000	
60	Rockbridge County	0.90	16000	G	92%	0%	1%	1%	5%	0%	F	0.084	F	0.545	16000	
~~~	Ta: From:		CL Buena V		2221		201		=0/				_		10000	
60 Lexington Ave	City of Buena Vista	0.08	12000	G	90%	0%	2%	3%	5%	0%	F	0.086	F	0.509	13000	
	To- From:		lleghany A] 										
60 Lexington Ave	City of Buena Vista	0.53	11000	G	90%	0%	2%	3%	5%	0%	С	0.087	F	0.539	12000	
	To: From:		Beech Ave]										
60 29th Street	City of Buena Vista	1.31	2900	G	85%	0%	1%	0%	13%	0%	С	0.119	F	0.676	3000	
~	Ta: From:	EC	L Buena V	ista]										
60	Rockbridge County	3.12	3100	G	85%	0%	1%	0%	13%	0%	F	0.103	F	0.665	3200	
~	To:		erst County			1										
60}	Amherst County	Rockb 9.42	ridge Count 1000	ty Line G	75%	_ 0%	2%	2%	21%	0%	С	0.088	F	0.607	1000	
6U /	Aminersi County	9.42	1000	Buffalo	1570	0 70	∠ 70	∠ 70	Z 1 70	U 70	C	0.000	1	0.007	1000	

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 minary am					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4Tire	: Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
(60)	Amherst County	05-635 6.92	Forks of Buf	falo 75%	0%	2%	2%	21%	0%	F	0.081	F	0.542	1500	G
60	, unifor county		West of Amh		\neg	270	270	2170	070	•	0.001		0.012	1000	
60	Amherst County	5.30	2500	G 75%	0%	2%	2%	21%	0%	F	0.077	F	0.663	2500	G
60	Town of Amherst (Maint: 05)	0.44	CL Amherst	N 75%	0%	2%	2%	21%	0%	N	0.077	N	0.663	2500	N
(60)	To.		29 Bus Amher			270	270	2170	070		0.077	.,	0.000	2000	
60	Town of Amherst (Maint: 05)	0.45	6500	G 75%	0%	2%	2%	21%	0%	F	0.080	F	0.522	6500	G
	To From:		Pass East of A			10/	40/		201			_		-100	
60	Town of Amherst (Maint: 05)	0.18	5200	G 86%	0%	4%	1%	8%	0%	С	0.081	F	0.531	5100	G
60	Amherst County	4.04	CL Amherst 5200	N 86%	0%	4%	1%	8%	0%	N	0.081	N	0.531	5100	N
	Amherst County	4.05	05-600 2400	G 86%	0%	4%	1%	8%	0%	F	0.081	F	0.579	2400	G
60	To:		on County Li			770	170	070	0 70	·	0.001	'	0.575	2400	J
(60)	Nelson County	Amhe 6.33	erst County Li 2000	ine G 84%	1%	3%	1%	11%	0%	С	0.088	F	0.606	2000	G
(60)	To:		attox County		╗ .″	070	170	1170	070	Ü	0.000	•	0.000	2000	Ŭ
60	Appomattox County	Nelso 4.14	on County Li	ne G 84%	1%	3%	1%	11%	0%	F	0.094	F	0.516	1100	G
	To:		gham County												
(60)	Buckingham County	Appom: 9.37	attox County 860	Line 79%	1%	4%	3%	14%	0%	F	0.090	F	0.505	870	F
60	Educating Harm County					770	070	1470	070	•	0.000		0.000	070	
60	Buckingham County	2.02	24 Mount Rus 2700	F 79%	1%	4%	3%	14%	0%	С	0.082	F	0.636	2700	F
	To- From:	SR 56	Dentons Cor												
60)	Buckingham County	1.75	3800	F 79%	1%	4%	3%	14%	0%	F	0.081	F	0.564	3800	F
	To From:		Buckingham		40/	40/	20/	440/	00/		0.000	_	0.504	4000	F
60)	Buckingham County	4.03	4800		1%	4%	3%	14%	0%	F	0.083	F	0.534	4900	F
60	Buckingham County	8.38	Sprouses Cor 2200	rner F 88%	1%	3%	1%	6%	0%	С	0.086	F	0.526	2200	F
(00)	To:		rland County			0,0	.,,	0,0	0,0		0.000		0.020		
	Cumberland County	•	gham County 2500	Line G 90%	1%	3%	10/	6%	0%	С	0.084	F	0.505	2500	G
60	Cumberiand County	4.06			170	3%	1%	0%	U%	C	0.064	Г	0.505	2500	G
60 (45)	Cumberland County	2.42	st of Cumberl 6200	and CH G 88%	1%	3%	1%	6%	0%	F	0.079	F	0.576	6300	G
~ ~	To- From) Cumberland		\Box										
60 (45)	Cumberland County	1.09	6600	G 91%	0%	3%	1%	4%	0%	С	NA			6600	G
(60) (4E)	Cumberland County	SR 13 O 1.34	old Buckingha 5500	m Rd G 91%	1%	3%	1%	5%	0%	С	0.086	F	0.583	5500	G
(60) (45)	To:		st of Cumberla		7	J /0	1 /0	J /0	0 /0	J	0.000	'	0.505	5500	J
	-				_										

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

D-:-t-		1 "	DT 0:	4	_		Tru	ıck			K	011	Dir	A A) A (D =	011
Route	Jurisdiction	Length AA		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
\sim	From:	SR 45 East of C				00/	40/	5 0/	00/	_	0.000	_	0.04	4000	_
<u>[60]</u>	Cumberland County	6.05 42	00 G	92%	_ 1% ¬	3%	1%	5%	0%	С	0.088	F	0.64	4200	G
•	From:	Cumberland			+										
(60)	Powhatan County		00 G	92%	1%	3%	1%	5%	0%	F	0.090	F	0.672	5300	G
	To:	72	620		1										
60	From: L Powhatan County	5.41 72		92%	1%	3%	1%	5%	0%	F	0.092	F	0.708	7200	G
(80)	r omiatan county				٦ ./٠	070	170	070	070	·	0.002	·	0.700	7200	Ŭ
	Powhatan County	US 522 West o		н 96%	0%	1%	1%	1%	0%	F	0.087	F	0.611	15000	G
60	Pownatan County	1.00 150	,00 G	90%	U76	170	1 70	170	0%	Г	0.007	Г	0.011	13000	G
	To- From:	SR			_										
60	Powhatan County	5.01 21 0	000 G	96%	0%	1%	1%	1%	0%	F	0.090	F	0.590	21000	G
	To- From:	72-	622		}—										
60	Powhatan County	2.88 220	000 G	96%	0%	1%	1%	1%	0%	С	0.092	F	0.677	23000	G
	_ Tou	72-	676		1										
60	Powhatan County		000 G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.679	28000	G
	Tool	Clt£-14													
60 Midlothian Turnpike	From: Chesterfield County	Chesterfield 3.32 240		98%	0%	1%	0%	1%	0%	F	0.093	F	0.737	26000	F
Midlothian Turnpike	onesternad obdity			0070	7	170	070	170	0 70	•	0.000	•	0.707	20000	•
Midlathian Tomorbia	To-	20-667 Ot		000/	-00/	40/	00/	40/	00/		0.005		0.005	00000	_
Midlothian Turnpike	Chesterfield County	1.46 30 0	000 F	98%	0%	1%	0%	1%	0%	F	0.085	F	0.605	33000	F
~~~	To- From:	20-754 Co			_										
60 Midlothian Turnpike	Chesterfield County	2.26 <b>47</b> 0	000 F	98%	0%	1%	0%	1%	0%	F	0.079	F	0.806	51000	F
<del>~</del>	To- From:	SR 147 Hu	iguenot Rd												
60 Midlothian Turnpike	Chesterfield County	1.79 <b>57</b> 0	000 A	98%	0%	1%	0%	1%	0%	С	0.318	Α	0.526	61000	Α
<u> </u>	Tax	20-675 R	obius Rd		1—										
60 Midlothian Turnpike	Chesterfield County	1.12 690		98%	0%	1%	0%	1%	0%	F	0.086	F	0.509	74000	F
	To-	SR 76 Pov	white Dkww		1										
60 Midlothian Turnpike	Chesterfield County		000 F	98%	0%	1%	0%	1%	0%	F	0.084	F	0.534	60000	F
00) Midiotilian Fampino	The state of the s				7	170	070	170	070	·	0.001	•	0.001	00000	•
60 Midlothian Turnpike	Chesterfield County		vidence Rd	98%	0%	1%	0%	1%	0%	F	0.086	F	0.541	64000	F
60 Midlothian Turnpike	Chesterned County	1.30 550	JUU F	90%	U76	170	076	170	0%	Г	0.000	Г	0.541	04000	Г
~	To- From:	SR 150 Chippenham P			J							_			_
(60) Midlothian Turnpike	City of Richmond	0.38 <b>430</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.54	46000	G
~	To- From:	Carnat	tion St		]										
60 Midlothian Turnpike	City of Richmond	1.78 <b>31</b> 0	000 G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.626	33000	G
<del>~</del>	To	SR 161 F	Belt Blvd		1—										
60 Midlothian Turnpike	City of Richmond	0.62 230		97%	1%	1%	0%	1%	0%	F	0.095	F	0.625	24000	G
· · · · · · · · · · · · · · · · · · ·	To:	Roand			l_										
~~	From:	Midlothia	-	•		_	_		_						
60 Roanoke St	City of Richmond	0.45 110		98%	1%	1%	0%	0%	0%	С	0.099	F	0.678	12000	G
<del>~</del>	To:	Forest I	Hill Ave												

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

Route	Jurisdiction	Longth				Duo		Tru	ck		00	K	OK	Dir	Λ Λ\Λ/D.Τ	O\\\
	Junsaiction	Length		ųА	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
60 Forest Hill Ave	City of Richmond	0.22	Roanoke St <b>26000</b>	G	98%	」 1%	1%	0%	0%	0%	F	0.098	F	0.681	28000	G
00	To:	S	Semmes Ave			]										
~	From:		orest Hill Ave													
(60) Semmes Ave	City of Richmond	1.13	25000	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.712	26000	G
	To- From:	US 1, US	S 301 Coward	din Ave												
60 Semmes Ave	City of Richmond	0.56	14000	G	98%	0%	1%	0%	0%	0%	F	0.123	F	0.828	15000	G
$\bigcirc$	To:		nchester Brid	ge												
Manahastan Bridge	City of Diabased		Semmes Ave	_	000/	40/	20/	40/	40/	00/	_	0.447	F	0.074	04000	0
60 Manchester Bridge	City of Richmond	0.49	22000	G	96%	1% 7	2%	1%	1%	0%	С	0.117	F	0.671	24000	G
	From:	Mar	9th St nchester Brid	ge.												
60 9th Street	City of Richmond	0.25	11000	G	96%	1%	2%	1%	1%	0%	F	0.183	F		12000	G
00)	Combined Traffic Estimates for 2 Parallel Roadway			G	96%	1%	2%	1%	1%	0%	F	NA			21000	G
	To:		R 147 Cary St		0070	٦	2,0	170	170	070	•				21000	Ū
~~~	From:	Sl	R 147; 9th St													
60 Cary St	City of Richmond	0.45	6200	G	96%	1%	2%	1%	1%	0%	F	0.098	F		6500	G
	Combined Traffic Estimates for 2 Parallel Roadway			G	96%	1%	2%	1%	1%	0%	F	NA			21000	G
	To:		360; 14th S													
A 4th Chant	City of Diaharand		S 360 14th St		000/	40/	40/	00/	00/	00/	N.I	NIA			40000	N.I
60 (360) 14th Street	City of Richmond	0.08	17000 D/MAIN STR	N	98%	1% 7	1%	0%	0%	0%	N	NA			18000	N
	From:	K1 300	14th St	CEEI												
(60) (360) Main St	City of Richmond	0.30	16000	G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.584	16000	G
	To:		RT 360			1										
~~~	From:	US	S 360, 18th S	t												
60 Main St	City of Richmond	0.18	28000	G	96%	1%	2%	1%	1%	0%	F	NA			30000	G
<u> </u>	To:		21st St													
21 of Street	City of Diahmand	0.22	Main St	_	060/	10/	20/	10/	10/	00/	F	0.000	F	0.54	6000	0
60 21st Street	City of Richmond	0.23	5600	G	96%	1%	2%	1%	1%	0%	Г	0.098	Г	0.54	6000	G
~~~	To- From:		S 250 Broad S			_										
(60) (250) Broad St	City of Richmond	0.13	9800	G	97%	1%	2%	1%	0%	0%	F	0.09	F	0.721	10000	G
~ ~	To- From:		23rd St													
60 Broad St	City of Richmond	0.80	6800	G	97%	1%	2%	1%	0%	0%	С	0.088	F	0.750	7200	G
\bigcirc	To-		36th St			1										
60 Government Rd	City of Richmond	1.19	8900	G	97%	1%	2%	1%	0%	0%	F	0.086	F	0.604	9400	G
	To:		illiamsburg R	.d		1										
~~~	From:		overnment Ro													
60 Williamsburg Rd	City of Richmond	0.39	12000	G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.578	13000	G
~	To-	EC	CL Richmond	i		1										
60 Williamsburg Rd	Henrico County	0.57	15000	G	96%	0%	2%	1%	1%	0%	F	0.085	F	0.523	16000	G
			narles City Ro			1_										
60 Williamsburg Rd	From: Henrico County	1.54	17000	G	96%	0%	2%	1%	1%	0%	С	0.081	F	0.505	18000	G
(60) Williamsburg Rd	To:		aburnum Ave		JU /0	7	∠ /0	1 /0	1 /0	U /0	C	0.001	'	0.303	10000	J
		Lo	aoaman Ave			1										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		T TITTICITY CIT	iu interstate R				Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	La	aburnum Ave		Ī	27 040	0 17 040	- TTGIII			1 40101		1 40101		
(60) Williamsburg Rd	Henrico County	1.23	21000 G	92%	1%	3%	1%	3%	0%	С	0.078	F	0.534	22000	G
<u> </u>	To:		66; Airport Drive												
(60) (156) Williamsburg Rd	Llenrice County		156 Airport Dr <b>15000 G</b>	92%	<b>」</b> 1%	3%	10/	3%	00/	F	0.006	F	0.588	16000	G
60 156 Williamsburg Rd	Henrico County	1.50		92%	170	3%	1%	3%	0%	Г	0.086	Г	0.500	16000	G
	To- From:		3 Nine Mile Rd	2001		201	201	201	201			_		10000	
60 33 156 Williamsburg Rd	Henrico County	1.38	13000 G	92%	1%	3%	3%	2%	0%	С	0.094	F	0.579	13000	G
$\overline{\mathbb{C}}$	To: From:		I-295		}										
(60) (33) (156) Williamsburg Rd	Henrico County	2.24	13000 A	93%	0%	1%	2%	3%	0%	С	0.117	Α		13000	Α
<del>\$ 0 0</del>	To- From:	SR	156; Elko Rd		]—										
60 (33) Williamsburg Rd	Henrico County	1.85	9200 G	93%	0%	1%	2%	3%	0%	F	0.088	F	0.629	9800	G
	To:		Kent County Line												
	New Kent County	0.91	9300 G	93%	<b>⅃</b> 0%	1%	2%	3%	0%	F	0.088	F	0.6	9300	G
60 33	New Kerit County			93%	U%	1 70	270	370	076	Г	0.000	Г	0.0	9300	G
	To- From:		Bottoms Bridge	2001		10/	40/	201	201			_		11000	
60	New Kent County	4.03	11000 G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.651	11000	G
	To- From:		SR 106		_										
60	New Kent County	2.62	5800 G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.712	5800	G
	To- From:		63-615		]										
60	New Kent County	2.88	5800 F	96%	0%	1%	1%	2%	0%	С	0.099	F	0.802	5900	F
<u> </u>	Tax	SR 155	Providence Forge	<del></del>	1										
Pocahontas Trail	New Kent County	8.58	4100 G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.649	4200	G
	To:	James	City County Line												
~~~	From:		Kent County Line		<b>⅃</b>					_		_			_
[60] Richmond Rd	James City County	5.05	5000 G	94%	0%	3%	1%	1%	0%	F	0.094	F	0.65	5000	G
	To- From:	SR 30	North of Toano]										
Richmond Rd	James City County	3.12	14000 G	94%	0%	3%	1%	1%	0%	F	0.082	F	0.596	14000	G
<u> </u>	To- From:		47-607]—										
Richmond Rd	James City County	2.85	19000 G	94%	0%	3%	1%	1%	0%	С	0.081	F	0.542	19000	G
\bigcirc	Tax		47-614		1—										
Richmond Rd	James City County	2.39	20000 G	94%	0%	3%	1%	1%	0%	F	0.082	F	0.542	21000	G
	To:	WCI	L Williamsburg												
60 Richmond Rd	City of Williamsburg	1.37	23000 G	94%	0%	3%	1%	1%	0%	F	0.078	F	0.548	24000	G
60) Monimona Ma	only of Williamsburg			0470	7	070	170	170	070	•	0.070	•	0.040	24000	O
Pichmond Pd	City of Williamsburg	0.30	ronbound Rd 33000 G	060/	10/	20/	10/	10/	Ω0/	С	0.074	F	0 E64	35000	
(60) Richmond Rd	City of Williamsburg		33000 G Bypass Rd	96%	1%	2%	1%	1%	0%	C	0.074	r	0.564	35000	G
	From:		tichmond Rd		+										
60 Bypass Rd	City of Williamsburg	0.11	29000 G	97%	0%	1%	1%	1%	0%	С	0.074	F	0.502	31000	G
<u> </u>	To	NCI	L Williamsburg		1										
60 Bypass Rd	From: L York County	1.12	29000 N	97%	0%	1%	1%	1%	0%	Ν	0.074	N	0.502	31000	N
, , , , , , , , , , , , , , , , , , ,	To:		L Williamsburg		7										
		-			_		_						_		

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

		Primary and inters	iato i to				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	20vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
-	From:	NCL Williams	shura		1	ZANIC	JIANE	TTTAIL	ZIIali		i actor		i actor		
60 Bypass Rd	City of Williamsburg	0.50 20000	G	96%	1%	2%	1%	1%	0%	С	0.078	F	0.505	21000	G
60) Dypaco r ta	ony or williamosary			0070	¬ ''	270	170	170	070	Ū	0.070	•	0.000	21000	Ŭ
	From:	Parkway D		000/	40/	00/	40/	40/	00/	_	0.070	_	0.500	00000	_
60 Bypass Rd	City of Williamsburg	0.16 19000	G	96%	1%	2%	1%	1%	0%	F	0.079	F	0.596	20000	G
	From:	SR 5; Page St Bypass Ro													
60 5 Page Street	City of Williamsburg	0.31 21000	G	97%	1 %	2%	0%	0%	0%	F	0.076	F	0.595	23000	G
(90) (3) 1 age of eac	Oity of Williamsburg			0170	7	270	070	070	070	•	0.070	•	0.000	20000	O
~ C = 0; .;	From:	Second Stre		070/		00/	00/	00/	00/	_	0.070	_		00000	_
(60) (5) Page Street	City of Williamsburg	0.25 21000	G	97%	1%	2%	0%	0%	0%	С	0.076	F	0.6	22000	G
~ ~	To: From:	Lafayette St; Y SR 5; Page St													
(60) York Street	City of Williamsburg	0.60 18000	G	95%	1 %	2%	1%	1%	0%	С	0.076	F	0.636	19000	G
(60) York Street	City of Williamsburg	0.00 10000		9570	1 /0	2 /0	1 /0	1 /0	0 70	C	0.070	'	0.030	13000	J
<u>~</u>	To: From:	ECL Williams			_										
60 Pocahontas Trail	James City County	1.34 20000	G	95%	1%	2%	1%	1%	0%	F	0.084	F	0.723	21000	G
<u> </u>	To:	York County Line	_												
Parakantan Tanii	rom:	James City County L			10/	00/	00/	40/	00/	_	0.004		0.700	47000	_
(60) Pocahontas Trail	James City County	0.04 17000	G	90%	1%	2%	3%	4%	0%	С	0.084	Ν	0.723	17000	G
~	From:	York County James City Coun													
Pocahontas Trail	York County	0.31 20000	N N	95%	1 %	2%	1%	1%	0%	N	0.084	N	0.723	21000	N
60 Pocahontas Trail	Tork County			JJ 70	1 /0	2 /0	1 /0	170	070	14	0.004	11	0.725	21000	11
$\widetilde{\sim}$	To: From:	Entrance to Busch			_										
(60) Pocahontas Trail	York County	2.22 13000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.606	13000	G
\rightarrow	To:	James City Coun													
Parahantas Trail	I come of the Country	York County		0.40/	10/	20/	40/	20/	00/	_	0.000	_	0.040	42000	0
Pocahontas Trail	James City County	3.10 12000	G	94%	1%	2%	1%	3%	0%	С	0.083	F	0.616	13000	G
	From:	NCL Newport James City Coun													
60 Warwick Blvd	City of Newport News	1.70 13000	G	94%	」 1%	2%	1%	3%	0%	F	0.083	F	0.592	13000	G
(60) Walwick Blvd	City of Newport News			0 + 70	7	270	1 /0	070	070	•	0.000	•	0.002	10000	O
~~ <u>-</u>	To: From:	Yorktown F			<u> </u>										
(60) Warwick Blvd	City of Newport News	1.61 16000	G	92%	1%	3%	2%	2%	0%	С	0.081	F	0.555	17000	G
~	Ta- From:	SR 105 Ft Eusti	s Blvd		 										
60 Warwick Blvd	City of Newport News	1.68 39000	G	92%	1%	3%	2%	2%	0%	F	0.083	F	0.637	41000	G
	Ta:	Snidow Bly	,d		1										
60 Warwick Blvd	City of Newport News	1.66 44000	G G	97%	1%	2%	0%	1%	0%	С	0.075	F	0.511	47000	G
(60) Warwick Blvd	City of Newport News			91 /0	1 /0	2 /0	0 /6	1 /0	0 /0	C	0.075	'	0.511	47000	G
~	To: From:	Denbigh Bl			_										
(60) Warwick Blvd	City of Newport News	0.78 43000	G	97%	0%	1%	0%	1%	0%	С	0.077	F	0.509	46000	G
~		Bland Blv	d		1										
60 Warwick Blvd	City of Newport News	1.45 42000	G	97%	0%	1%	0%	1%	0%	F	0.082	F	0.540	44000	G
	T				1										
(Wanyiek Plyd	City of Nowport Nove	Oyster Point 2.39 34000		96%	00/	20/	0%	10/	00/	С	0 00F	F	0.512	26000	
(60) Warwick Blvd	City of Newport News		G	90%	0% ¬	2%	U%	1%	0%	C	0.085	Г	0.513	36000	G
•	10.	Deep Creek F	coad												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
60 Warwick Blvd	From: City of Newport News	0.89	28000	oad G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.576	40000	G
	To: From:	J Cly	de Morris E	Blvd		}										
(60) Warwick Blvd	City of Newport News	1.07	32000	G	96%	1%	2%	1%	1%	0%	С	0.091	F	0.601	34000	G
(60) Warwick Blvd	City of Newport News	1.49	34000	G	96%	1%	2%	1%	1%	0%	F	0.092	F	0.59	36000	G
60 Warwick Blvd	Ta- From: City of Newport News	1.08	Main Street	G	96%] 	1%	1%	1%	0%	С	0.089	F	0.621	29000	G
(00)	To:		fercury Blvo			٠	.,,	.,.	.,,	- , .						
(60) Warwick Blvd	City of Newport News	0.61	27000	G	96%	1%	2%	0%	1%	0%	С	0.116	F	0.842	28000	G
~	To- From:		untington Av Varwick Blvo													
Huntington Ave	City of Newport News	1.24	12000	G	96%	1%	2%	0%	1%	0%	F	0.211	F		13000	G
(60)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	26000	G	96%	1%	2%	0%	1%	0%	F	NA			27000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Ta: From:	0.55	50th St		000/	10/	00/	00/	40/	00/		0.404	_		10000	
Huntington Ave	City of Newport News	0.55	11000	G	96%	1%	2%	0%	1%	0%	С	0.131	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	<b>24000</b> 39th St	G	96%	1% <b>⁻</b> ——	2%	0%	1%	0%	F	NA			26000	G
Huntington Ave	City of Newport News	0.50	6400	G	96%	<b>」</b> 1%	2%	0%	1%	0%	F	0.155	F		6700	G
000	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	11000	G	96%	1%	2%	0%	1%	0%	F	NA			11000	G
C. Huntington Ava	Ta: From:	0.28	29th St <b>6000</b>		000/	10/	20/	00/	40/	00/	F	0.444	F		6400	
Huntington Ave	City of Newport News Combined Traffic Estimates for 2 Parallel Roadways			G G	96% 96%	1% 1%	2% 2%	0% 0%	1% 1%	0% 0%	F	0.144 NA	Г		11000	G G
	To:	on this Route.	23rd St		90 /0	7 '	<b>Z</b> /0	0 /6	1 /0	0 /6	•	INA			11000	G
~~	From:		ıntington Av													
(60) Ramp Environment at I-664	City of Newport News	0.42	2100	G	90%	5%	4%	0%	1%	0%	С	0.120	F		2200	G
	Combined Traffic Estimates for Parallel Roadways		NA			_						NA			NA	
25th Street	City of November Nove	0.82	efferson Ave	e G	90%	5%	4%	0%	1%	0%	F	0.095	F		3300	
25th Street	City of Newport News  Combined Traffic Estimates for 2 Parallel Roadways		5800	G	90% 92%	5% 3%	4% 4%	0%	1%	0%	F	0.095 NA	Г		6100	G G
	Taille Trainic Estimates for 2 Faraller Roadways		Roanoke Ave		92 /0	3 <i>7</i> 0	4 /0	0 70	1 /0	0 70	'	INA			0100	
60 25th Street	From: L City of Newport News	0.51	2600	G	90%	5%	4%	0%	1%	0%	F	0.089	F		2800	G
(00) ===================================	Combined Traffic Estimates for 2 Parallel Roadways		3700	G	91%	5%	3%	0%	1%	0%	F	NA			3900	G
60 25th Street	City of Newport News	0.53	26th St <b>6000</b>	G	90%	] <del></del> 5%	4%	0%	1%	0%	F	0.090	F	0.521	6400	G
25th Street	To:		CL Hampto		JU /0	7	→ /∪	<b>U</b> /0	1 /0	U /U	'	0.000	'	0.521	0-100	J
(60) Kecoughtan Rd	From: City of Hampton		Newport N		96%	2%	1%	0%	0%	0%	С	0.095	F	0.523	7000	G
(60) Kecoughtan Rd	City of Hampton				<del>3</del> 070	∠% ¬	1 70	U 70	U 70	U 70	C	0.090	ı	0.323	1000	G
60 Kecoughtan Rd	City of Hampton	1.03	whatan Pkw <b>7900</b>	yy G	96%	2%	1%	0%	0%	0%	С	0.097	F	0.519	8300	G
(60) Kecoughtan Rd	To:		Lasalle Ave		30 /0	7 - 70	1 /0	0 /0	0 /0	0 /0	J	0.007	•	0.010	0300	J

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillidi y di	iiu iiileisia	alc I (O	1100							14				
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
				-,			2Axle	3+Axle	1Trail	2Trail	-,-	Factor		Factor		
~~	From		Lasalle Ave			<b>」</b>							_			_
60 Kecoughtan Rd	City of Hampton	1.04	8400	G	96%	2%	2%	0%	0%	0%	С	0.098	F	0.509	8900	G
<u> </u>	To To	SR 1	43 Victoria	Blvd		1—										
60 (143) Kecoughtan Rd	City of Hampton	0.26	12000	G	96%	2%	2%	0%	0%	0%	F	NA			13000	G
00) (143)	To	Sett	tlers Landing			7										
	From	K	Lecoughtan R	ld.												
60 (143) Settlers Landing Rd	City of Hampton	0.13	18000	G	95%	1%	2%	1%	0%	0%	С	0.086	F	0.518	19000	G
	To	CD 1	34 Armistea	d Avo												
60 (143) Settlers Landing Rd	City of Hampton	0.46	18000	G	95%	1%	2%	1%	0%	0%	F	0.088	F	0.511	19000	G
60 Settlers Landing Rd	Oity of Hampton	0.40	10000		3370	_ 170	270	1 70	070	0 70	•	0.000	'	0.011	13000	O
~ ~	To From		Eaton St													
60 (143) Settlers Landing Rd	City of Hampton	0.67	21000	G	95%	1%	2%	1%	0%	0%	F	0.088	F	0.511	22000	G
$\bigcirc$	То	:	I-64													
$\sim$	From		0 SR 143 Ty	ler St												
(60) (64)	City of Hampton (Maint: 99)	0.33			5	See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	99000	G	95%	0%	1%	1%	3%	0%	F	NA			100000	G
	To	- CD	169 Mallor	ı, Çt		1										
	City of Hampton (Maint: 99)	4.00	10) Wanoi	y St	ç	⊒ See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	sean	nent		
[60] [64]	Combined Traffic Estimates for 2 Parallel Roadwa		00000	G		0%		1%	3%		- F	NA	ocgi	nont.	00000	0
	Combined Trainic Estimates for 2 Parallel Roadwa		WCL Norfol		95%	<b>7</b> 0%	1%	170	3%	0%	Г	INA			98000	G
	From		ECL Hampto			1										
(60) (64)	City of Norfolk (Maint: 64)	0.09	CL Hampto	11		_  See  _6,	4 for dire	ectional t	raffic vo	dume es	timate	s for this	sean	nent		
(60) (64)	, ,		00000	_							F		ocgi	nont.	00000	_
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	96000	G	95%	0%	1%	1%	3%	0%	г	NA			98000	G
	To From		Bayville St			<u> </u>										
(60) (64)	City of Norfolk (Maint: 64)	1.74			5	See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	86000	F	95%	0%	1%	1%	3%	0%	F	NA			89000	F
	To		4th View St			1										
	From		I-64													
60 4th View Street	City of Norfolk (Maint: 64)	0.25	12000	F	98%	1%	1%	0%	0%	0%	С	0.084	F	0.529	14000	F
	То	Ocea	ın View Ave	East												
~~~	From		4th View St													
60 Ocean View Ave East	City of Norfolk	1.42	15000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.523	16000	F
<u> </u>	To	SR 19	4 Chesapeak	e Blvd		1										
60 Ocean View Ave East	City of Norfolk	2.09	20000	F	98%	- 0%	1%	0%	0%	0%	С	0.080	F	0.554	22000	F
OU CCCAIT VICW AVE LAST	City of Inditolic	2.09		1	JU /0	J /0	1 /0	U /0	0 /0	U /0	J	0.000	'	0.004	22000	'
~~	To From		5th Bay St			\vdash										
60 Ocean View Ave East	City of Norfolk	0.99	17000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.519	19000	F
\sim	To		21st Street			1										
60 Shore Dr	City of Norfolk	0.88	22000	F	98%	1%	1%	0%	0%	0%	С	0.088	F	0.512	24000	F
(60) STIGLE DI	City of Nortolk	0.00	22000	'	30 /0	1 /0	1 /0	0 /0	0 /0	0 /0	O	0.000	'	0.512	24000	'
		SR 17	70 Little Cre	ek Rd		\vdash										
60 Shore Dr	City of Norfolk	0.97	29000	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.554	30000	F
<u> </u>	То	WC	L Virginia B	each												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
60 Shore Dr	From: City of Virginia Beach	0.22	ECL Norfol 32000	k F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.551	34000	F
<u> </u>	Too	SR 166	Diamond Sp	orings Rd		1										
60 Shore Dr	City of Virginia Beach	1.81	26000	F	97%	0%	1%	2%	1%	0%	С	0.089	F	0.539	28000	F
60 Shore Dr	Ta- Trom: City of Virginia Beach	SR 225 1.05	Independer 17000	rce Blvd	98%	0%	1%	0%	0%	0%	F	0.088	F	0.617	18000	F
<u> </u>	To	US 13	Northampto	on Blvd		1										
60 Shore Dr	City of Virginia Beach	0.66	39000	Α	98%	0%	1%	0%	0%	0%	С	0.1	Α	0.634	42000	Α
~~	To. From:		Bay Lake Ro			<u> </u>										
60 Shore Dr	City of Virginia Beach	2.60	38000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.609	40000	F
60 Shore Dr	City of Virginia Beach	1.18	9 Great Nec 13000	k Road F	98%	0%	1%	0%	0%	0%	F	0.080	F	0.508	14000	F
	Ta. From:	Coa	st Artillery l	Road		}										
60 Shore Dr	City of Virginia Beach	3.58	Atlantic Ave	F	98%	0% 7	1%	0%	0%	0%	F	0.082	F	0.52	12000	F
~~	From:		83rd Street			<u> </u>										
60 Atlantic Ave	City of Virginia Beach	2.07	16000	F	98%	0%	1%	0%	0%	0%	F	0.079	F	0.501	17000	F
60 Atlantic Ave	City of Virginia Beach	0.39	50th St 20000	F	96%	0%	2%	2%	1%	0%	С	0.073	F	0.505	21000	F
~	Io: From:		Pacific Ave Atlantic Ave													
60 Pacific Ave	City of Virginia Beach	0.93	25000	F	98%	0%	1%	0%	0%	0%	F	0.081	F	0.525	27000	F
~~~	To From:		5 58 Laskin		000/	]	40/	00/	00/	00/		0.000	_	0.540	10000	
Pacific Ave	City of Virginia Beach	0.65	18000	F	98%	0% ¬	1%	0%	0%	0%	F	0.068	F	0.518	19000	F
60 Pacific Ave	City of Virginia Beach	0.34	22nd St 19000	F	95%	1%	2%	1%	1%	0%	С	0.072	F	0.513	20000	F
<del>~</del>	To. From:		17th St			}—										
60 Atlantic Avenue	City of Virginia Beach	1.15	<b>6900</b> 5th Street	F	98%	0% <b>1</b>	1%	0%	1%	0%	F	0.085	F	0.51	7500	F
	From:	Ma	nchester Br	idae		1										
β0 8th Street	City of Richmond	0.19	8900	G	96%	1%	2%	1%	1%	0%	F	0.153	F		9500	G
*	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	20000	G	96%	1%	2%	1%	1%	0%	F	NA			21000	G
60 8th Street	City of Richmond	0.15	Canal St <b>12000</b>	G	96%	] <del></del> 1%	2%	1%	1%	0%	F	0.125	F		14000	G
60 8th Street	Combined Traffic Estimates for 2 Parallel Roadways of			G	96%	1%	2%	1%	1%	0%	, F	0.125 NA	'		26000	G
	To:	uno rioute.	Main St		00 /0	<u>.</u>		1 /0	1 /0	J /0		14/7			20000	_ `
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		8th St			]										
60 Main St	City of Richmond	0.37	12000	G	96%	1%	2%	1%	1%	0%	F	0.1	F		14000	G
~	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:		G	96%	1%	2%	1%	1%	0%	F	NA			21000	G
	To:		14th St													

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

					4			Tru	ck			K	011	Dir		0111
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
60 Ocean View Ave	From: L City of Norfolk	1.96	I-64 W 7400	F	99%] 0%	0%	0%	0%	0%	С	0.095	F	0.544	8100	F
Ocean View Ave	To:		Th View S		3370]	0 70	0 70	070	070		0.000	'	0.544	0100	'
	From:		US 60													
(60) Warwick Blvd	City of Newport News	1.21	14000	G	96%	1%	2%	0%	1%	0%	С	0.144	F		15000	G
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	26000	G	96%	1%	2%	0%	1%	0%	F	NA			27000	G
(60) Warwick Blvd	City of Newport News	0.59	50Th St	G	96%] 	2%	1%	0%	0%	F	0.117	F		14000	G
(60) Warwick Blvd	Combined Traffic Estimates for 2 Parallel Roadways			G	96% 96%	0% 1%	2% 2%	0%	0% 1%	0%	F	0.117 NA	Г		26000	G
	Taric Estimates for 2 Faraller Roadways	on this route.			90 /0	1 /0	2 /0	0 70	1 /0	0 70	'	INA			20000	G
(60) Warwick Blvd	City of Newport News	0.77	38Th St 4300	G	96%	0%	2%	1%	0%	0%	С	0.175	F		4600	G
(\$0)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	11000	G	96%	1%	2%	0%	1%	0%	F	NA			11000	G
	To:		25Th St													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		US 60													_
26th Street	City of Newport News	1.39	2700	G	94%	2%	4%	0%	1%	0%	С	0.08	F		2900	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	92%	3%	4%	0%	1%	0%	F	NA			6100	G
26th Street	City of Newport News	0.49	Chestnut Av	e G	94%	3%	2%	0%	1%	0%	С	0.079	F		1100	G
26th Street	Combined Traffic Estimates for 2 Parallel Roadways			G	91%	5%	3%	0%	1%	0%	F	NA	•		3900	G
	To:		25Th St			1										
~~	From:		, US 250 Br													
21st Street	City of Richmond	0.07	5700	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.521	6000	G
	From:		larshall Stre 21st Street	et												
60 Marshall Street	City of Richmond	0.13	2100	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.563	2200	G
(P)	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA			,						NA			NA	
	To: From:	M	23rd St Iarshall Stre	et		<del> </del>										
60 23rd Street	City of Richmond	0.06	450	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.536	480	G
P	Combined Traffic Estimates for Parallel Roadways		NA			_						NA			NA	
	To:		, US 250 Br													
Bus Bus	Alloghony County	0.44	I-64 SR 384 <b>9200</b>	G	97%	] 0%	1%	10/	10/	0%	С	0.000	F	0.614	0400	G
(60) (220)	Alleghany County				91%	U% 7	170	1%	1%	U%	C	0.099	Г	0.611	9400	G
Bus Bus	To- From:		L Clifton Fo													
60 220 Ridgeway Street	Town of Clifton Forge	0.27	9000	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.646	9100	G
Bus Bus	To: From:		6Th St			]—										
60 220 Ridgeway Street	Town of Clifton Forge	0.61	9900	G	96%	0%	1%	2%	1%	0%	С	0.093	F	0.622	10000	G
	To:		Roxbury St													

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

-		Pilitaly at	ia iritorote	10 1 100	1100			Т	ıalı			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru		OT:	QC	K	QK	Dir	AAWDT	QW
Due Due	From-	-	Dl C:			1	ZAXIE	3+Axle	1 I rail	2 i rail		Factor		Factor		
Bus Bus (60) (220) Ridgeway Street	Town of Clifton Forge	0.14	Roxbury St 6100	G	96%	J 0%	1%	2%	1%	0%	F	0.101	F	0.635	6200	G
(60) (220) Ridgeway Street	Combined Traffic Estimates for 2 Parallel Roadway			G	97%	0%	1%	1%	1%	0%	F	NA	'	0.000	11000	G
	Combined Trainic Estimates for 2 Farallel Roadway				91 /0	7	1 /0	1 /0	1 /0	0 76	'	INA			11000	G
Bus Bus	From:	Со	mmercial A	ve												
(60) (220) (188) (188) Ridgeway	Street Town of Clifton Forge	0.07	6100	N	96%	0%	1%	2%	1%	0%	Ν	0.101	Ν	0.635	6200	Ν
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	11000	N	97%	0%	1%	1%	1%	0%	Ν	NA			11000	Ν
	To:		Main St													
Bus Bus Main Street	Town of Clifton Force	0.26	Ridgeway St 7300		97%	] 0%	10/	10/	10/	0%	_	0.001	F	0.510	7400	G
60 220 Main Street	Town of Clifton Forge	0.26	7300	G	97%	U% _	1%	1%	1%	0%	С	0.091	Г	0.512	7400	G
Bus Bus	To: From:		B St			<u> </u>										
60 220 Main Street	Town of Clifton Forge	0.06	7300	G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.501	7400	G
65) 223)		,	US 220 Bus			1										
Bus	From:					J										
60	Town of Clifton Forge	0.87	6200	G	98%	0%	1%	1%	1%	0%	С	0.099	F	0.535	6300	G
	To- From:	EC	L Clifton Fo	rge		}										
Bus	Alleghany County	0.34	5100	G	96%	0%	1%	1%	1%	0%	С	0.090	F	0.5	5200	G
60	Allegitatiy County	0.04			30 /0	7	170	1 70	1 /0	0 70	O	0.000	'	0.0	3200	J
Bus	To- From		US 220													
(60) (220) (42)	Alleghany County	0.47	8300	G	88%	1%	1%	1%	9%	0%	С	0.081	F	0.501	8400	G
$\bigcirc$	Tac		03-670			<b>—</b>										
Bus	Alleghans Causti	0.40			000/	40/	40/	40/	00/	00/	F	0.070	_	0.505	0000	0
[60] [220]	Alleghany County	0.19	<b>8700</b> I-64 US 60	G	88%	1% 7	1%	1%	9%	0%	г	0.079	г	0.525	8900	G
Bus Bus Doybury Street	Town of Clifton Force	0.05	Ridgeway St 7100	G	97%	J 0%	1%	1%	1%	0%	F	0.09	F	0.956	7200	G
60 220 Roxbury Street	Town of Clifton Forge			G	9770	U%	170	170	170	0%	Г		Г	0.956		G
	Combined Traffic Estimates for Parallel Roadway		NA Kesswick St			1						NA			NA	
Bus Bus	From:		Roxbury St													
60 (220) Kesswick Street	Town of Clifton Forge	0.14	4600	G	97%	0%	1%	1%	1%	0%	С	0.085	F		4700	G
(*) (====)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	11000	G	97%	0%	1%	1%	1%	0%	F	NA			11000	G
	Ta·		Main St													
Bus Bus	From:		Kesswick St			J ¯										_
(60) (220) (188) (188) Main Stre	et Town of Clifton Forge	0.07	4700	G	97%	0%	1%	1%	1%	0%	F	0.085	F		4800	G
~ ~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadway			N	97%	0%	1%	1%	1%	0%	N	NA			11000	N
	10:		dgeway Stre			<u> </u>										
	From:		6 Tazewell		0=0/	]	40/	40/	407		_		_			
(61)	Town of Tazewell	0.86	5100	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.584	5100	G
	To- From:		S 19, US 46			}										
61	Town of Tazewell	0.06	6600	G	98%	0%	1%	0%	1%	0%	F	0.086	Ν	0.566	6600	G
	Tac	Е	CL Tazewe	11		<del>                                     </del>										
(61)	Town of Tazewell	0.63	6600	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.566	6700	G
	To:	N	CL Tazewe	11		<u></u>										
·		•														

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

		Fillial y all						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	N	CL Tazewel	ll		1	2, 540	0 - 7 0 40	TTTGII	211011		1 dotoi		1 40101		
61	Town of Tazewell	0.60	7200	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.551	7300	G
	To:	US 19 BUS, US	S 460 BUS I	Fincastle		1										
61	From: <b>└</b> Town of Tazewell	0.48	5900	G	97%	J 0%	1%	1%	1%	0%	F	0.109	F	0.557	6000	G
(61)	Town or reasons.				01.70	٦ ٥/٠٠	1,0	170	170	070	•	0.100	•	0.001	0000	Ü
	Tazewell County	4.43	CL Tazewell <b>3600</b>	G	97%	0%	1%	1%	1%	0%	С	0.084	F	0.599	3700	G
61	razeweii County				9170	0%	1 70	1 70	170	076	C	0.004	Г	0.599	3700	G
	Ta- From:		2-623 Gratton			J										
61	Tazewell County	7.31	1300	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.536	1300	G
	Ta- From:	92-6	62 Cove Cre	eek		]										
61	Tazewell County	1.65	610	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.508	620	G
$\overline{}$	To		nd County Li													
	Pland County		vell County		070/	00/	40/	40/	40/	00/	_	0.007	_	0.054	550	_
61	Bland County	10.53	540 W of Rocky	F	97%	0%	1%	1%	1%	0%	F	0.097	F	0.654	550	F
	From:		ST OF ROC		P											
(61) (52)	Bland County	0.40	2200	F	95%	2%	1%	2%	1%	0%	С	0.102	F	0.555	2300	F
	Ta	1.77 W	OE BOCKY	/ CAD		7										
[4] (F2)	From: Bland County	0.06	OF ROCKY 480	N N	91%	1%	5%	1%	2%	0%	N	0.129	N	0.567	490	N
61 (52)	Biana Goanty				0170	7	070	170	270	070		0.120		0.007	400	.,
	Bland County	7.42	2 ROCKY ( <b>340</b>	<u>GAP</u> <b>F</b>	95%	1%	1%	1%	1%	0%	С	0.1	F	0.686	350	F
61)	To:		es County Li		93 /6	7	1 /0	1 /0	1 /0	0 /0	C	0.1	'	0.000	330	'
	From:		nd County Li													
61	Giles County	5.11	280	G	95%	0%	3%	1%	1%	0%	F	0.096	F	0.54	290	G
	To:	35	5-724 Chape	.1		1										
61	From └── Giles County	4.60	640	G	95%	0%	3%	1%	1%	0%	С	0.106	F	0.597	650	G
01)	To					7		.,.	.,,	-,-	_		-			
	Giles County	2.49	-724 Shumat <b>1500</b>	G G	95%	0%	3%	1%	1%	0%	F	0.1	F	0.662	1500	G
61	Glies County				95 /6	U /0	3 /0	1 /0	1 /0	0 /6	'	0.1	'	0.002	1300	G
Part Drive	From:		CL Narrows		050/		00/	00/	40/	00/		0.000	_	0.007	0000	
61 Park Drive	Town of Narrows (Maint: 35)	0.67	2300	G	95%	1%	2%	0%	1%	0%	F	0.093	F	0.667	2300	G
	From:		Monroe St Park St													
(61) Monroe Street	Town of Narrows (Maint: 35)	0.17	3600	G	95%	1%	2%	0%	1%	0%	С	0.089	F	0.563	3700	G
	Ta															
61 Monroe Street	Town of Narrows (Maint: 35)	0.13	imberling St 4300	G	95%	1%	2%	0%	1%	0%	F	0.089	F	0.511	4300	G
(B) Monioc Street	- F				0070	· /0	2/0	J /0	1 /0	J /0	•	0.000	•	0.011	-1000	5
	To- From		100 Main S		0001	101	60/	407	407	001		0.000	_	0.554	F000	
61	Town of Narrows (Maint: 35)	0.13	4900	G	96%	1%	2%	1%	1%	0%	С	0.099	F	0.554	5000	G
	To- From:		st of New Ri			]—										
(61)	Town of Narrows (Maint: 35)	0.43	5700	G	96%	1%	2%	1%	1%	0%	F	0.086	F	0.552	5800	G
	To:	US 4	60 Virginia	Ave												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	I enath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. O/
	From:		Carolina Stat			1	2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
62	Pittsylvania County	4.01	3600	F	94%	0%	1%	1%	4%	0%	С	0.09	F	0.508	3600	F
<u></u>	To:	US 58	8 East of Da	nville												
	From:		ALT US 58													
63	Town of Saint Paul (Maint: 97)	1.46	5900	F	95%	1%	2%	1%	2%	0%	F	0.081	F	0.544	6100	F
	To- From:		CL Saint Pa			]—										
63	Wise County	0.14	5900	N	95%	1%	2%	1%	2%	0%	Ν	0.081	N	0.544	6100	١
	To: From:		sell County I			]										
63	Town of Castlewood (Maint: 83)	1.50	5800	G	95%	1%	2%	1%	2%	0%	F	0.084	F	0.602	5900	C
	From:		CL Castlewo		050/	]	00/	40/	00/	00/		0.004		0.575	0000	
63	Russell County	4.11	2700	G	95%	1%	2%	1%	2%	0%	F	0.084	F	0.575	2800	(
	Ta: From:		3-608 Dante		050/	40/	00/	40/	00/	00/		0.004		0.040	4400	
63	Russell County	3.22	nson County	G v I ine	95%	1% 7	2%	1%	2%	0%	С	0.094	F	0.619	1400	(
	From:		sell County I													
63	Dickenson County	4.02	1500	F	95%	1%	2%	1%	2%	0%	F	0.087	F	0.578	1500	F
	To: From:		25-656			]—										
63	Dickenson County	7.83	1700	F	95%	1%	2%	1%	2%	0%	F	0.082	F	0.518	1800	I
	To- From:		25-714 N			]										
63	Dickenson County	2.05	2400	F	81%	1%	2%	3%	13%	0%	С	0.077	F	0.516	2500	I
	To From:		R 83 Fremor			]										
63 83	Dickenson County	4.94	<b>3800</b> 83 CLINCH	F	92%	1% 7	2%	2%	3%	0%	F	0.082	F	0.603	3900	l
	From:		R 83 Clinch													
63	Dickenson County	3.51	1000	F	97%	2%	1%	0%	0%	0%	F	0.088	F	0.548	1100	
	To- France		25-616			<del> </del>										
63	Dickenson County	2.70	560	F	97%	2%	1%	0%	0%	0%	С	0.11	F	0.508	570	I
	To: From:		25-614													
63	Dickenson County	3.01	1600	F	97%	2%	1%	0%	0%	0%	F	0.086	F	0.571	1700	F
	To- From:		WCL Haysi			]—										
63	Town of Haysi (Maint: 25)	0.79	1600	N	97%	2%	1%	0%	0%	0%	Ν	0.086	Ν	0.571	1700	1
<u> </u>	To:	N S	SR 80 & SR	. 83		<u> </u>										
East	Alloghamy County		Virginia Stat		76%	10/	10/	10/	240/	10/	_	0.072	_		E600	,
64 (60)	Alleghany County Combined Traffic Estimates for 2 Parallel Roadways o	1.83	6100	G G	76% 75%	1% 1%	1% 1%	1% 1%	21% 22%	1% 1%	F	0.073 NA	F		5600 10000	(
	Combined Trainic Estimates for 2 Parallel Roadways of	ii tiiis Route:		G	15%	170	1 70	1 70	ZZ 70	1 70	Г	NA			10000	(
East	From:		F-198													
64 (60)	Alleghany County	5.33	5800	G	76%	1%	1%	1%	21%	1%	F	0.070	F		5400	(
~ ~	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:		G	75%	1%	1%	1%	22%	1%	F	NA			10000	(
	10:		03-661													

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

		FIIIIdi V di	14 11110101	ato i tot	1100			Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Avlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:		03-661			1	ZAXIE	STAXIE	IIIali	ZIIdli		Factor		Factor		
East 60 60	Alleghany County	2.85	5800	G	76%	<b>1</b> %	1%	1%	21%	1%	F	0.069	F		5300	G
(04) (00)	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	1%	1%	22%	1%	F	NA	•		9600	G
	To.		S 60, SR 1:		. 0 70	٠.,٠	170	170	<b>LL</b> 70	170	•	101			0000	
East 64	From:		,													
64	Alleghany County	4.62	5000	G	76%	1%	1%	1%	21%	1%	F	0.076	F		4600	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	G
East	To: From:	W	CL Covingt	ton		}—										
East 64	City of Covington (Maint: 03)	0.21	5000	G	76%	1%	1%	1%	21%	1%	F	0.076	F		4600	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	G
	Ta		SR 154			<b>—</b>										
East 64	City of Covington (Maint: 03)	1.19	7600	G	76%	<b>-</b> 1%	1%	1%	21%	1%	F	0.079	F		7000	G
64	Combined Traffic Estimates for 2 Parallel Roadways of			G	75%	1%	1%	1%	22%	1%	, F	NA	'		14000	G
	Combined Trainic Estimates for 2 Parallel Roadways (				1370	7	1 /0	1 /0	ZZ /0	1 /0	'	INA			14000	G
East	From:	EC	CL Covingt	on												
East 64	Alleghany County	0.65	7600	G	76%	1%	1%	1%	21%	1%	F	0.079	F		7000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	15000	G	75%	1%	1%	1%	22%	1%	F	NA			14000	G
East	Ta. From:	U	S 60; US 22	20		}—										
(64) (60) (220)	Alleghany County	4.81	10000	G	76%	1%	1%	1%	21%	1%	F	0.075	F		9300	G
04) (00) (220)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	19000	G	75%	1%	1%	1%	22%	1%	F	0.074	F	0.523	18000	G
	To		03-696			1										
East	From:	0.07			700/	40/	40/	40/	040/	40/	_	0.004	_		0.400	0
64 60 220	Alleghany County	2.37	9800	G	76%	1%	1%	1%	21%	1%	F	0.081	F		9100	G
	Combined Traffic Estimates for 2 Parallel Roadways of			G	75%	1%	1%	1%	22%	1%	F	0.071	F	0.509	18000	G
East	To: From:	BUS US 60 Bus U	JS 220 Wes	st of Clif	ton Forge	_										
64) $60$ $220$	Alleghany County	1.11	7300	G	76%	1%	1%	1%	21%	1%	F	0.076	F		6700	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	15000	G	75%	1%	1%	1%	22%	1%	F	0.076	F		14000	G
Foot	To: From:	WC	L Clifton F	orge		<del></del>										
East (60) (220)	Town of Clifton Forge (Maint: 03)	1.55	7300	G	76%	- 1%	1%	1%	21%	1%	F	0.076	F		6700	G
64 (60) (220)	Combined Traffic Estimates for 2 Parallel Roadways of			G	75%	1%	1%	1%	22%	1%	F	0.076	F		14000	G
	To Take Training Estimates for 21 dialier readways to				7070	¬ '/º	170	170	<b>ZZ</b> 70	1 70	•	0.070	•		14000	Ü
East	From:		L Clifton Fo													
(64) $(60)$ $(220)$	Alleghany County	0.97	7300	G	76%	1%	1%	1%	21%	1%	F	0.076	F		6700	G
~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	15000	G	75%	1%	1%	1%	22%	1%	F	0.076	F		14000	G
East	To: From:	US	220; Bus U	S 60		]										
64) 60)	Alleghany County	1.78	5500	G	76%	1%	1%	1%	21%	1%	F	0.085	F		5100	G
<b>64</b> ) <b>66</b> )	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	1%	1%	22%	1%	F	0.08	F	0.547	10000	G
	To:		R 42, SR 26													

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

	- 111	IIIaiy and iii	norotato i te				T	ck			1/		D:=		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
	rl		an acc		_	2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
East	Allegheny County		SR 269	760/	10/	10/	10/	240/	10/	F	0.076	F		2000	0
64 (60)	Alleghany County		200 G	76%	1%	1%	1%	21%	1%	•	0.076	•		3900	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 90	000 G	75%	1%	1%	1%	22%	1%	F	0.075	F	0.535	8400	G
East	To: From:	SR	. 269		]										
(64) (60)	Alleghany County	5.34 <b>49</b>	900 G	76%	1%	1%	1%	21%	1%	F	0.073	F		4500	G
G4) G0)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 88	300 G	75%	1%	1%	1%	22%	1%	F	0.072	F	0.527	8200	G
	To:		County Line		٦		.,.		.,,	•		-			_
East	From:		County Line												
East (60)	Rockbridge County	1.92 <b>49</b>	900 G	76%	1%	1%	1%	21%	1%	F	0.073	F		4500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 88	300 G	75%	1%	1%	1%	22%	1%	F	0.072	F	0.527	8200	G
	Tax	81-	-780		1—										
East	Poolshridge Court:			76%	1%	10/	10/	240/	10/	_	0.150	۸		4400	^
64 60	Rockbridge County		100 A			1%	1%	21%	1%	С	0.156	A	0.000	4100	A
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 88	300 A	75%	1%	1%	1%	22%	1%	С	0.128	Α	0.632	8300	Α
Fast	To: From:	US	S 60		]										
East 64	Rockbridge County	5.39 <b>48</b>	300 G	76%	1%	1%	1%	21%	1%	F	0.074	F		4500	G
04)	Combined Traffic Estimates for 2 Parallel Roadways on this			75%	1%	1%	1%	22%	1%	F	0.083	F	0.588	9500	G
	To-				٦	. , 0	.,,	,,	. , 0	•	0.000	•	0.000	0000	•
East	From:	US	5 11												
East 64	Rockbridge County		200 G	76%	1%	1%	1%	21%	1%	F	0.08	F		5800	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 120	000 G	75%	1%	1%	1%	22%	1%	F	0.08	F	0.503	12000	G
	To:		81 N												
East North	Paralitari dan Oranta		Interchange	070/		40/	00/	000/	00/	_	0.074	_		40000	0
64 81	Rockbridge County		000 G	67%	1%	1%	0%	29%	2%	F	0.071	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 360	000 G	66%	1%	2%	0%	29%	2%	F	NA			34000	G
East North	To: From:	US	S 11		}—										
(64) (81)	Rockbridge County	5.57 <b>190</b>	000 G	67%	1%	1%	0%	29%	2%	F	0.07	F		18000	G
04) (81)	Combined Traffic Estimates for 2 Parallel Roadways on this			66%	1%	2%	0%	29%	2%	F	NA	•		37000	G
	To a constitution of the c			0070	٦ ./٠	2,0	070	20 70	270	•	101			0,000	Ü
East North	From:	81-	-710												
( <del>64</del> ) ( <del>81</del> )	Rockbridge County	4.49 <b>200</b>	000 G	67%	1%	1%	0%	29%	2%	F	0.066	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 410	000 G	66%	1%	2%	0%	29%	2%	F	NA			38000	G
	Tax	81-6	-606		1										
East North	Poolshaideo Court			670/	40/	40/	00/	200/	20/	_	0.400	٨		20000	В
64 81	Rockbridge County		000 B	67%	1%	1%	0%	29%	2%	С	0.128	A		20000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this			66%	1%	2%	0%	29%	2%	С	0.065	Α		39000	В
East North	10: From:		County Line County Line		1										
64) (81)	Augusta County		000 B	67%	<b>」</b> 1%	1%	0%	29%	2%	С	0.128	Α		20000	В
04) 01)	Combined Traffic Estimates for 2 Parallel Roadways on this			66%	1%	2%	0%	29%	2%	C	0.065	Α		39000	В
	To:	US		00 /0	٦ ' '	<b>2</b> /0	<b>U</b> /0	20 /0	<b>2</b> /0	J	0.000	^		55000	D
		US	, 11												

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

	111	iiiiai y air	u miersia	310 1 100				Tru	ıok			V		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	2010			2Trail	QC	K	QK		AAWDT	QW
Fast Nauth	From:		US 11			1	ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
East North 81	Augusta County	4.74	21000	G	67%	」 1%	1%	0%	29%	2%	F	0.072	F		20000	G
64 81	Combined Traffic Estimates for 2 Parallel Roadways on this		42000	G	66%	1%	2%	0%	29%	2%	, E	0.072	· F	0.541	39000	G
	Combined Trainic Estimates for 2 Farallel Roadways off this	Noute.			00 /6	7	2 /0	0 /6	29 /0	2 /0	'	0.07 1	'	0.541	39000	G
East North	From:		07-654													
( <del>64</del> ) ( <del>81</del> )	Augusta County	2.47	24000	G	67%	1%	1%	0%	29%	2%	F	0.071	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	43000	G	66%	1%	2%	0%	29%	2%	F	0.07	F	0.539	40000	G
	To: From:		SR 262			1										
East North	Augusta County	1.31	26000	G	67%	1%	1%	0%	29%	2%	_	0.073	_		24000	G
64 81	g ,					1%							F	0.500		
	Combined Traffic Estimates for 2 Parallel Roadways on this		52000 East Interch	G	66%	1%	2%	0%	29%	2%	г	0.074	r	0.522	48000	G
East	From:	1-011	I-81 N	unge												
East 64	Augusta County	4.14	19000	G	86%	1%	1%	1%	11%	0%	F	0.074	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	36000	G	86%	1%	1%	1%	11%	0%	F	NA			35000	G
	To:		07-608			1										
East (64)	From:	0.44		_	000/	40/	40/	40/	440/	00/	_	0.075	_		45000	_
(64)	Augusta County	3.11	15000	G	86%	1%	1%	1%	11%	0%	F _	0.075	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	31000	G	86%	1%	1%	1%	11%	0%	F	NA			30000	G
East	Ta: From:	WCl	L Waynesb	oro		]—										
(64)	City of Waynesboro (Maint: 07)	0.23	15000	G	86%	1%	1%	1%	11%	0%	F	0.075	F		15000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways on this			G	86%	1%	1%	1%	11%	0%	F	NA			30000	G
	To:					٦	.,,	. , 0	,0	0,0	•				00000	
East	From:		US 340													
64)	City of Waynesboro (Maint: 07)	1.95	16000	Α	86%	1%	1%	1%	11%	0%	С	0.109	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	32000	Α	86%	1%	1%	1%	11%	0%	С	0.108	Α	0.569	32000	Α
East	To: 13	36-5118 De	elphine Av	e To 07-0	524	]										
64)	City of Waynesboro (Maint: 07)	0.70	13000	G	86%	1%	1%	1%	11%	0%	F	0.077	F		12000	G
64	Combined Traffic Estimates for 2 Parallel Roadways on this			G	86%	1%	1%	1%	11%	0%	, E	NA	•		26000	G
	Combined Trainic Estimates for 2 Faraner Roadways of this				00 /0	1 /0	1 /0	1 /0	11/0	0 /0	'	INA			20000	G
East	To: From:	ECI	L Waynesb	oro												
<del>64</del>	Augusta County	2.31	13000	G	86%	1%	1%	1%	11%	0%	F	0.077	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	26000	G	86%	1%	1%	1%	11%	0%	F	NA			26000	G
	Tax	US	250 Afton	Mt		1										
East 64	Augusto County				969/	10/	10/	10/	110/	00/	_	0.004	г		12000	_
64	Augusta County	0.38	12000	F	86%	1%	1%	1%	11%	0%	-	0.084	F		12000	-
-	Combined Traffic Estimates for 2 Parallel Roadways on this		on County	F	86%	1%	1%	1%	11%	0%	F	NA			26000	F
Fast	From:		sta County			1										
East 64	Nelson County (Maint: 02)	1.36	12000	F	86%	1%	1%	1%	11%	0%	F	0.084	F		12000	F
04)	Combined Traffic Estimates for 2 Parallel Roadways on this			F	86%	1%	1%	1%	11%	0%	F	NA	-		26000	F
	To:		arle Count		0070	٦ . / ١	. 70	. 70	/0	3 /0	•	. 47 1			_55555	•
		- 1100111	200411	,												

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

							Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	QW
From:	Nels	on County	Line		1	27 1/10	0.700	TTTGII	ZIIGII		1 dotoi		1 40101		
Albemarle County	5.90	12000	F	86%	1%	1%	1%	11%	0%	F	0.084	F		12000	F
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	26000	F	86%	1%	1%	1%	11%	0%	F	NA			26000	F
To:	US 250	Near Yanc	y Mills		Ī										
Albemarle County	6 91	16000	F	86%	1%	1%	1%	11%	0%	F	0 115	F		16000	F
•										F		·			F
To-						.,,	. , 0	,	0,0	•				0.000	
From:				222/	401	40/	101	440/	221	_	a	_		4=000	_
										F		F			F
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:		F	86%	1% _	1%	1%	11%	0%	F	NA			33000	F
Ta: From:		US 29			<u> </u>										
Albemarle County	1.49	22000	F	86%	1%	1%	1%	11%	0%	F	0.107	F		20000	F
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	44000	F	86%	1%	1%	1%	11%	0%	F	NA			40000	F
To: From:	0	2-631 5th S	t		1—										
Albemarle County	1 73	24000	F	86%	1%	1%	1%	11%	0%	F	0 11	F		22000	F
,										F		•			F
To:	- Toll tillo i toute.			0070	٠,,,	1 /0	170	1170	070	•	14/			44000	•
From:															
•										F		F			F
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	35000	F	86%	1%	1%	1%	11%	0%	F	NA			33000	F
To: From:	WCI	_ Charlottes	ville		]										
City of Charlottesville (Maint: 02)	) 0.17	18000	F	86%	1%	1%	1%	11%	0%	F	0.105	F		16000	F
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	35000	F	86%	1%	1%	1%	11%	0%	F	NA			33000	F
To:	ECI	Charlottes	ville		1										
Albamarla Caunty				960/	10/	10/	10/	110/	00/	_	0.105	_		16000	F
,			=									г			F
Combined Trainic Estimates for 2 Farallel Roadways					7	1 /0	1 /0	11/0	0 /6	'	INA			33000	'
From:	US 250 E	ast of Charl	ottesville	e											
Albemarle County	5.42	17000	F	86%	1%	1%	1%	11%	0%	F	0.102	F		16000	F
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	36000	F	86%	1%	1%	1%	11%	0%	F	NA			34000	F
To: From:		02-616			]										
Albemarle County	1.42	15000	F	86%	1%	1%	1%	11%	0%	F	0.094	F		14000	F
•		30000	F	86%	1%	1%	1%	11%	0%	F	NA			27000	F
To:	Fluva	anna County													
		narle County	v Line		1										
From			_	000/	40/	40/	40/	440/	00/	_	0.004	_		44000	_
Fluvanna County (Maint: 54) Combined Traffic Estimates for 2 Parallel Roadways	1.51	15000	F F	86% 86%	1% 1%	1% 1%	1% 1%	11% 11%	0% 0%	F	0.094 NA	F		14000 27000	F F
	Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  City of Charlottesville (Maint: 02) Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways  Albemarle County Combined Traffic Estimates for 2 Parallel Roadways	Albemarle County  City of Charlottesville (Maint: 02)  Albemarle County  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Both  From  WCI  City of Charlottesville (Maint: 02)  Albemarle County   Albemarle County 5.90 12000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 26000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 33000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 33000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 44000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 44000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000	Augustication   Length   August   County   Line	Nelson County   Nelson Count	Durisdiction   Length   AADT   QA   4Tire   Bus	Albernarie County	Durisdiction   Length   AADT   QA   4Tire   Bus   AAJT   2Axle   3+Axle   3+Axle	Albemarle County   Albemarle C	Albemarle County   Length   AADT   QA   4Tire   Bus   Calvate   County   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   26000   F   86%   1%   1%   11%   11%   0%	Durisdiction	Albemarie County   1.73   24000   F   86%   196   196   196   1176   1176   076   F   0.105	Durisdiction   Length   AADT   Rength   AAD	Length   AADT   QA   4Tire   Bus   2Add   3+Aul   17rail   2Trail   2Trai	Albemarle County   Albemarle C	

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

	i iiii ci	v and inters	itale 110	uics			т				1/		Dia		
Route	Jurisdiction Len	th <b>AADT</b>	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	Earn					2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
East 64	Louisa County 4.0	luvanna Coun 6 <b>15000</b>		86%	10/	10/	1%	11%	0%	F	0.094	F		14000	_
64)	,				1%	1%				•		Г			
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: 30000	F	86%	1%	1%	1%	11%	0%	F	NA			27000	F
East	To- From:	S 15 Zion Cro	ssroads		_										
East 64	Louisa County 6.3	2 <b>13000</b>	Α	86%	1%	1%	1%	11%	0%	С	0.129	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: <b>27000</b>	Α	86%	1%	1%	1%	11%	0%	С	0	Α	0.591	25000	Α
	To	SR 208			1										
East 64	From:				<b>⊿</b>					_		_			_
64)	Louisa County 4.6			86%	1%	1%	1%	11%	0%	F	0.086	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: <b>24000</b>	F	86%	1%	1%	1%	11%	0%	F	NA			23000	F
Foot	To- From:	faintenance Bo	oundary		_										
East 64	Goochland County 1.7	1 <b>12000</b>	F	86%	1%	1%	1%	11%	0%	F	0.086	F		11000	F
04	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			86%	1%	1%	1%	11%	0%	F	NA	•		23000	F.
	Combined Traine Estimates for 21 arailer readways of this re			0070	7	1 /0	170	1170	0 / 0	•	14/3			20000	'
East	From:	37-605													
East 64	Goochland County 3.9	2 <b>12000</b>	F	86%	1%	1%	1%	11%	0%	F	0.087	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: <b>25000</b>	F	86%	1%	1%	1%	11%	0%	F	NA			23000	F
	Tax	37-629			1—										
East 64	From: L.			000/	40/	40/	40/	440/	00/	_	0.000	F		40000	_
(64)	Goochland County 5.2			86%	1%	1%	1%	11%	0%	F _	0.082	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	Ite: 25000 Louisa Count		86%	<b>1</b> %	1%	1%	11%	0%	F	NA			23000	F
Fast	From:	oochland Count													
East 64	Louisa County (Maint: 37)		- ,	86%	1%	1%	1%	11%	0%	F	0.082	F		12000	F
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: 25000	F	86%	1%	1%	1%	11%	0%	F	NA			23000	F
	To .	US 522			٦	. , 0	.,,	,0	0,0	-					•
East	From	US 322			_										
East 64	Louisa County (Maint: 37) 3.0	7 <b>15000</b>	F	86%	1%	1%	1%	11%	0%	F	0.1	F		14000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			86%	1%	1%	1%	11%	0%	F	NA			28000	F
Fast	To: (	oochland Cour	_												
64)	Goochland County 4.8	Louisa County 1 15000		86%	<b>」</b> 1%	1%	1%	11%	0%	F	0.1	F		14000	_
64	•				1%		1%	11%	0%	, F	NA	'			r F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		Г	86%	170	1%	170	1170	0%	Г	INA			28000	Г
East	To: From:	37-617			_										
( <del>64</del> )	Goochland County 6.5	6 <b>22000</b>	F	86%	1%	1%	1%	11%	0%	F	0.130	F		20000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: 39000	F	86%	1%	1%	1%	11%	0%	F	NA			36000	F
	Та	37-623													
East 64	From				<b>-</b>										
(64)	Goochland County 1.			86%	1%	1%	1%	11%	0%	Ν	0.130	N		20000	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		N	86%	1%	1%	1%	11%	0%	Ν	NA			36000	Ν
	To:	SR 288													

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

		Primary ar	iu intersta	ate Rot	nes											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW _
Roule	Julisuiction	Lengin	AADI	QА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
East	From:		SR 288			j										
East (64)	Goochland County	0.64	25000	N	86%	1%	1%	1%	11%	0%	Ν	0.129	Ν		23000	N
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	N	86%	1%	1%	1%	11%	0%	Ν	0.091	Ν	0.668	45000	N
	To:		rico County													
East	From:		land Count		000/	<b>_</b>	40/	40/	440/	00/	_	0.400	_		00000	_
64	Henrico County	2.28	25000	F	86%	1%	1%	1%	11%	0%	F	0.129	F _		23000	F -
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	86%	1%	1%	1%	11%	0%	F	0.091	F	0.668	45000	F
Fact	To- From:		I-295													
East 64	Henrico County	0.67	24000	G	97%	0%	1%	1%	2%	0%	F	0.125	F		27000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	0%	1%	1%	2%	0%	F.	0.107	F	0.578	55000	G
	combined Traine Estimates for 21 drainer readways				01 /0	7	170	1 /0	270	0 70	•	0.107	•	0.070	00000	Ü
East	From:	US 250	Near Shor	t Pump												
<del>64</del> )	Henrico County	1.43	30000	G	97%	0%	1%	1%	2%	0%	F	0.123	F		34000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	59000	G	97%	0%	1%	1%	2%	0%	F	0.104	F	0.600	67000	G
	Ta:		Gaskins Rd			1										
East 64	From:				070/	<b>-</b>	40/	40/	00/	00/	_	0.400			40000	_
(64)	Henrico County	1.39	46000	F	97%	0%	1%	1%	2%	0%	С	0.128	Α		46000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	92000	F	97%	0%	1%	1%	2%	0%	С	0	В	0.567	93000	F
East	To. From:		Parham Rd													
64)	Henrico County	2.03	46000	G	97%	0%	1%	1%	2%	0%	F	0.111	F		52000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	92000	G	97%	0%	1%	1%	2%	0%	F	NA			104000	G
	To:		250; Glensid			7	.,,	.,.	_,,	-,-	-					_
East	From:	082	30; Giensic	le Dr												
East 64	Henrico County	2.03	49000	G	97%	0%	1%	1%	2%	0%	F	0.090	F		56000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	97000	G	97%	0%	1%	1%	2%	0%	F	0.094	F	0.537	109000	G
First	To:	US 33	3 Staples M	ill Rd		<b>—</b>										
East 64	Honrico County	1 10	CEOOO		97%	0%	10/	10/	20/	00/	F	0.089	F		73000	G
64)	Henrico County	1.19	65000	G			1%	1%	2%	0%	•		•	0.500		
	Combined Traffic Estimates for 2 Parallel Roadways		CL Richmo	G	97%	0%	1%	1%	2%	0%	F	0.090	F	0.528	151000	G
East	From:		rico County													
East 64	City of Richmond (Maint: 43)	0.74	65000	G	97%	0%	1%	1%	2%	0%	F	0.089	F		73000	G
0.1	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	134000	G	97%	0%	1%	1%	2%	0%	F	0.090	F	0.528	151000	G
	To:					7	.,,	.,.	_,,	-,-	-		-			_
East South	From:		I-95; I-195													
(64) (95)	City of Richmond (Maint: 43)	0.48	68000	G	91%	1%	1%	1%	6%	0%	F	0.087	F		72000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	133000	G	91%	1%	1%	1%	6%	0%	F	NA			140000	G
	To:	SR	161 Boulev	ard		1—										
East South	City of Diahmand (Maint, 42)				010/	10/	10/	10/	60/	00/	C	0.003	٨		77000	D
64 95	City of Richmond (Maint: 43)	2.72	72000	В	91%	1%	1%	1%	6%	0%	С	0.093	Α			В
	Combined Traffic Estimates for 2 Parallel Roadways o			В	91%	1% 7	1%	1%	6%	0%	С	NA			152000	В
	10:	1-95	East Interch	ange		]										

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

		FIIIIdi y di	TO TITLE TO L		1100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010	3+Axle		2Troil	QC	Factor	QK	Factor	AAWDT	QW
Foot	From:	1.05	East Interch	20200		1	ZAXIE	3*Axie	TITAL	ZIIdli		Factor		Factor		
East 64	City of Richmond (Maint: 43)	1.67	49000	G	94%	┛ 1%	1%	1%	4%	0%	F	0.105	F		51000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways on			G	94%	1%	1%	1%	3%	0%	F	NA	•		95000	G
	To T		echanicsvill			۰٬۰۰	170	170	070	070	•	14/1				
East 64	From:															
64)	City of Richmond (Maint: 43)	0.25	36000	G	94%	1%	1%	1%	4%	0%	F	0.095	F		38000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	70000	G	94%	1%	1%	1%	3%	0%	F	NA			72000	G
East	To- From:	MI	ECL Richmo	ond		}—										
East 64	Henrico County	0.77	36000	G	94%	1%	1%	1%	4%	0%	F	0.095	F		38000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	70000	G	94%	1%	1%	1%	3%	0%	F	NA			72000	G
Fill	To- From-	MV	VCL Richm	ond		1—										
East 64	City of Richmond (Maint: 43)	0.24	36000	G	94%	_ 1%	1%	1%	4%	0%	F	0.095	F		38000	G
64	Combined Traffic Estimates for 2 Parallel Roadways on			G	94%	1%	1%	1%	3%	0%	F	NA	•		72000	G
	To.				0470	٦ ' '	170	170	070	070	•	14/1			72000	Ü
East 64	From:		CL Richmo													
(64)	Henrico County	0.10	36000	G	94%	1%	1%	1%	4%	0%	F	0.095	F		38000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	70000	G	94%	1%	1%	1%	3%	0%	F	NA			72000	G
Fast	To- From:	SR 3	33 Nine Mil	e Rd		}—										
East 64	Henrico County	2.14	23000	G	94%	1%	1%	1%	4%	0%	F	0.101	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	51000	G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.69	53000	G
	Tac	L	aburnum A	ve		<del></del>										
East 64	Henrico County	1.88	22000	Α	94%	<b>-</b> 1%	1%	1%	4%	0%	С	0.119	Α		23000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways on			A	94%	1%	1%	1%	3%	0%	С	0.119	Α	0.698	48000	A
	Tame Estimates for 21 drailer roadways on				3 <del>4</del> /0	7	1 /0	1 /0	370	0 70	C	0.034	^	0.030	40000	^
East 64	From		156 Airpor													
<del>64</del>	Henrico County	4.07	14000	G	94%	1%	1%	1%	4%	0%	F	0.106	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	30000	G	94%	1%	1%	1%	3%	0%	F	0.098	F	0.692	31000	G
Fast	To- From:		I-295			}—										
East 64	Henrico County	2.84	29000	G	94%	0%	1%	1%	3%	0%	F	0.1	F		27000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	59000	G	95%	0%	1%	1%	3%	0%	F	NA			60000	G
	To:	New	Kent Count	_												
East 64	From:		rico County		0.40/		40/	40/	00/	00/	_	0.4	_		07000	0
(64)	New Kent County	1.30	29000	G	94%	0%	1%	1%	3%	0%	F	0.1	F		27000	G
	Combined Traffic Estimates for 2 Parallel Roadways on			G	95%	0%	1%	1%	3%	0%	F	NA			60000	G
East	To: From:	S	R 33, SR 24	49												
64 (33)	New Kent County	5.32	20000	G	94%	0%	1%	1%	3%	0%	F	0.092	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	41000	G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.541	39000	G
	To:		SR 106													

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

	FIIII	arv and i	IIILEISIA	ile Roi	iles			т	-1.			14		D:-		
Route	Jurisdiction Le	ngth A	ADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
East	From:		R 106		0.40/		40/	40/	00/	00/	_	0.00	_		40000	_
64 (33)			0000	G	94%	0%	1%	1%	3%	0%	F	0.09	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>4</b> 2	2000	G	95%	0%	1%	1%	3%	0%	F	0.080	F	0.532	39000	G
East	To: From:	SI	R 155			}										
64 (33)	New Kent County 5	.69 <b>2</b> 0	0000	G	94%	0%	1%	1%	3%	0%	F	0.091	F		19000	G
04) 03)	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 4'	1000	G	95%	0%	1%	1%	3%	0%	F	0.078	F	0.544	38000	G
	Too		SR 33			<b>1</b>										
East	From:															
East 64	New Kent County	.29 <b>2</b> ′	1000	G	94%	0%	1%	1%	3%	0%	F	0.076	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R			G	95%	0%	1%	1%	3%	0%	F	NA			47000	G
<u> </u>	To:	James City														
East 64	James City County 2	New Kent	1000	G	94%	0%	1%	1%	3%	0%	F	0.076	F		23000	G
64				G	95%	0%	1%	1%	3%	0%	r F		'			G
	Combined Traffic Estimates for 2 Parallel Roadways on this R			<u> </u>	95%	U% -	170	170	3%	0%	Г	NA			47000	G
East	To- From:	S	SR 30			_										
East 64	James City County 4	.28 22	2000	G	94%	0%	1%	1%	3%	0%	F	0.077	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 43	3000	G	95%	0%	1%	1%	3%	0%	F	NA			46000	G
	та.	1	7-607			1										
East 64	From:										_		_			
(64)			5000	G	92%	0%	1%	1%	6%	0%	F	0.071	F		27000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R			G	93%	0%	1%	1%	4%	0%	F	NA			55000	G
Foot	To: From:	York C James Cit	County Li													
East 64	York County C		5000	G	92%	<b>-</b> 0%	1%	1%	6%	0%	F	0.071	F		27000	G
64	Combined Traffic Estimates for 2 Parallel Roadways on this R			G	93%	0%	1%	1%	4%	0%	F	NA	•		55000	G
	Combined Trainic Estimates for 2 Parallel Roadways on this R				93 /0	7 0 70	1 /0	1 /0	4 /0	0 /6	'	INA			33000	G
East	To: From	SR 199 V	West; 99-	-646												
East 64	York County 4	.71 <b>2</b> 3	3000	G	94%	0%	1%	1%	3%	0%	F	0.075	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>5</b> '	1000	G	95%	0%	1%	1%	3%	0%	F	NA			51000	G
	To:	SR 143 C	'amn Pear	rv Rd		1										
East 64	From:				0.40/		40/	40/	00/	00/	_	0.070	_		00000	_
(64)			8000	G	94%	0%	1%	1%	3%	0%	F	0.076	F		29000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>5</b> 6	6000	G	95%	0%	1%	1%	3%	0%	F	NA			57000	G
East	To- From:	SR 1	199 East													
(64)	York County 1	.62 <b>3</b> 7	7000	G	92%	0%	1%	1%	6%	0%	С	NA			34000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways on this R			G	92%	0%	1%	1%	6%	0%	C	NA			67000	G
	Tallo Estimated for 21 dialion reading of this is				0 <u>-</u> 70	7	. 70	. 70	<b>3</b> / 0	<b>3</b> / 0	9	. •/ (			0.000	_
East	From:	SR 143 M	Aerrimac	I raıl												
East 64	,		6000	G	94%	0%	1%	1%	3%	0%	F	0.086	F		37000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 80	0000	G	95%	0%	1%	1%	3%	0%	F	NA			81000	G
	To:	James City	ty County	Line												

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

		Primary ar	iu iiileisia	ale Not	1100			т	-1-			14		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	. +						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
East 64	lomos City County (Mainty 00)		rk County L		94%		10/	10/	20/	00/	F	0.006	F		27000	_
64)	James City County (Maint: 99)	2.04	36000	G		0%	1%	1%	3%	0%	•	0.086	г		37000	G
	Combined Traffic Estimates for 2 Parallel Roadways o			G	95%	0%	1%	1%	3%	0%	F	NA			81000	G
East	To- From:	SR 1	43 Jefferson	ı Ave												
East (64)	James City County (Maint: 99)	0.30	37000	G	94%	0%	1%	1%	3%	0%	F	0.086	F		37000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	78000	G	95%	0%	1%	1%	3%	0%	F	NA			79000	G
	To	WCI	L Newport N	News		1										
64)	City of Newport News (Maint: 99)	1.32	37000	G	94%	0%	1%	1%	3%	0%	F	0.086	F		37000	G
64	, ,				94% 95%	0%	1%	1%	3%	0%	F	0.060 NA	Г		79000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route.		G	95%	U% -	170	170	3%	0%	Г	INA			79000	G
East	To- From:		SR 238			<u> </u>										
East 64	City of Newport News (Maint: 99)	2.04	38000	G	94%	0%	1%	1%	3%	0%	F	0.086	F		38000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	81000	G	95%	0%	1%	1%	3%	0%	F	NA			82000	G
	To-	SR 1	05 Ft Eustis	Blvd		<del></del>										
East 64	City of Newport News (Maint: 99)	5.03	45000	G	94%	0%	1%	1%	3%	0%	F	0.088	F		46000	G
64	,			G	93%	0%	1%	1%	5%	0%	F	0.066 NA	Г		93000	G
	Combined Traffic Estimates for 2 Parallel Roadways of				93%	U%	170	170	5%	0%	Г	INA			93000	G
East	To- From:	SR 1	43 Jefferson	1 Ave												
East (64)	City of Newport News (Maint: 99)	1.41	49000	G	94%	0%	1%	1%	3%	0%	F	0.084	F		49000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	107000	G	95%	0%	1%	1%	3%	0%	F	NA			108000	G
	Tac	SR 17	1 Oyster Po	int Rd		1										
East (64)	City of Newport News (Maint: 99)	1.81	60000	Α	94%	0%	1%	1%	3%	0%	С	0.088	Α		62000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways of					0%		1%	3%		С		A	0.514		
	Combined Trainic Estimates for 2 Parallel Roadways C			Α	95%	U% -	1%	170	3%	0%	C	0.085	А	0.514	125000	Α
East	To- From	US 17 J	Clyde Mor	ris Blvd												
64)	City of Newport News (Maint: 99)	1.06	74000	G	94%	0%	1%	1%	3%	0%	F	0.083	F		75000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	148000	G	95%	0%	1%	1%	3%	0%	F	0.077	F	0.501	149000	G
	To:		/CL Hampto													
East (64)	City of Hampton (Maint: 99)	1.97	Newport N 74000	lews <b>G</b>	94%	」 0%	1%	1%	3%	0%	_	0.083	F		75000	G
64						0%		1%	3%	0%	F	0.063	F	0.501		G
	Combined Traffic Estimates for 2 Parallel Roadways of			G	95%	U%	1%	170	3%	0%	Г	0.077	Г	0.501	149000	G
East	To- From:	Hampton	Roads Cente	er Parkw	ay	_										
<del>64</del>	City of Hampton (Maint: 99)	1.33	66000	G	94%	0%	1%	1%	3%	0%	F	0.083	F		67000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	124000	G	95%	0%	1%	1%	3%	0%	F	NA			125000	G
	To:		34 Magrudei	r Blvd		1										
East	From:				0.40/	- 00/	40/	40/	20/	00/	_	0.007	_		75000	_
64 134	City of Hampton (Maint: 99)	0.55	74000	G	94%	0%	1%	1%	3%	0%	F	0.087	F		75000	G
	Combined Traffic Estimates for 2 Parallel Roadways of			G	95%	0%	1%	1%	3%	0%	F	NA			146000	G
	To:	US 2	58 Mercury	Blvd		<u> </u>										

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

		Primary a	nu miersia	ale Roi	utes											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
East	City of Llowerter (NA-int, CO)		258 Mercury		0.40/		40/	40/	00/	00/	_	0.007			00000	0
64 (134)	City of Hampton (Maint: 99)	0.30	30000	G	94%	0%	1%	1%	3%	0%	F	0.087	N		30000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	104000	G	95%	0%	1%	1%	3%	0%	F	NA			105000	G
East	To- From:	US 258 S	SR 134 Merc	cury Blv	d	_										
East 64	City of Hampton (Maint: 99)	0.86	70000	G	94%	0%	1%	1%	3%	0%	F	0.089	F		70000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	143000	G	95%	0%	1%	1%	3%	0%	F	NA			145000	G
	Tax		I-664			1										
East 64	City of Harmanian (Mainte CO)	0.77		_	0.40/		40/	40/	00/	00/	_	0.000	_		00000	0
64)	City of Hampton (Maint: 99)	0.77	63000	G	94%	0%	1%	1%	3%	0%	F	0.082	F		63000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	121000	G	95%	0%	1%	1%	3%	0%	F	NA			122000	G
East	To- From:	SR	167 LaSalle	Ave		}										
East 64	City of Hampton (Maint: 99)	2.51	54000	G	94%	0%	1%	1%	3%	0%	F	0.087	F		54000	G
<b>6</b> 4)	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	99000	G	95%	0%	1%	1%	3%	0%	F	NA			100000	G
	To	LIS 6	0 SR 143 Ty	lor St		1										
East (60)	From:				2.10/		407	407	00/	201	_		_			_
(64) (60)	City of Hampton (Maint: 99)	0.33	53000	G	94%	0%	1%	1%	3%	0%	F	0.085	F		53000	G
V ~	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	99000	G	95%	0%	1%	1%	3%	0%	F	NA			100000	G
East	To- From:	SR	169 Mallory	y St		}—										
(64) (60)	City of Hampton (Maint: 99)	4.00	48000	F	94%	0%	1%	1%	3%	0%	F	0.069	F		50000	F
<b>6</b>	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	96000	G	95%	0%	1%	1%	3%	0%	F	NA			98000	G
	To:		WCL Norfol			]	.,.	.,.								
East	From:		ECL Hampto													
(64) (60)	City of Norfolk (Maint: 64)	0.09	48000	F	94%	0%	1%	1%	3%	0%	F	0.069	F		50000	F
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	96000	G	95%	0%	1%	1%	3%	0%	F	NA			98000	G
Foot	To: From:		Bayville St			]										
East 60	City of Norfolk (Maint: 64)	1.74	43000	F	94%	0%	1%	1%	3%	0%	F	0.074	F		44000	F
64 (60)	Combined Traffic Estimates for 2 Parallel Roadways of			F	95%	0%	1%	1%	3%	0%	F	NA	•		89000	F
	Traine Estimates for 21 arane readways to				3370	7	1 /0	1 /0	370	070	•	INA			03000	•
East	From:		4th View St													
East 64	City of Norfolk (Maint: 64)	1.30	42000	F	94%	0%	1%	1%	3%	0%	F	0.074	F		44000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	81000	F	95%	0%	1%	1%	3%	0%	F	NA			84000	F
End	To- From:		Bay Ave			1—										
East 64	City of Norfolk (Maint: 64)	1.09	47000	F	94%	0%	1%	1%	3%	0%	F	0.072	F		49000	F
64	Combined Traffic Estimates for 2 Parallel Roadways of			F	95%	0%	1%	1%	3%	0%	F	NA	'		93000	F
	Combined Trainic Estimates for 2 Parallel Roadways o				90%	U% ¬	170	1 70	370	U70	r	INA			93000	Г
East	To: From:	]	New Gate Ro	<u>d</u>		$\bot$										
East 64	City of Norfolk (Maint: 64)	0.31	51000	F	94%	0%	1%	1%	3%	0%	F	0.075	F		53000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	90000	F	95%	0%	1%	1%	3%	0%	F	NA			92000	F
	To:	I-564,	US 460 Gra	nby St												

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

		a. y a.	iu iiileisia	210 1100				Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2 <b>۵</b> ۷ام	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:	I-564	US 460 Gra	nby St		1	ZANC	JIMA	iiiaii	4 Hall		1 40101		i actor		
East 64	City of Norfolk (Maint: 64)	1.38	57000	F	91%	0%	1%	1%	6%	0%	F	0.087	F		57000	F
	Combined Traffic Estimates for 3 Parallel Roadways	s on this Route:	142000	G	93%	0%	1%	1%	5%	0%	F	NA			145000	G
	_ Tay		68 Tidewate	er Dr		1										
East	City of Norfolk (Maint: 64)	1.04	60000	F	91%	<b>-</b> 0%	1%	1%	6%	0%	_	0.083	F		63000	F
64	Combined Traffic Estimates for 3 Parallel Roadways			G	93%	0%	1%	1%	5%	0%	F	0.063 NA	Г		139000	-
	Combined Tranic Estimates for 3 Parallel Roadways				93%	U%	170	170	5%	0%	Г	INA			139000	G
East	To- From:	SR 194	4 Chesapeak	e Blvd												
East 64	City of Norfolk (Maint: 64)	1.00	61000	F	91%	0%	1%	1%	6%	0%	F	0.076	F		64000	F
	Combined Traffic Estimates for 3 Parallel Roadways	s on this Route:	143000	G	93%	0%	1%	1%	5%	0%	F	NA			150000	G
Foot	Ta- From:	SR 2	47 Norview	Ave		}—										
East 64	City of Norfolk (Maint: 64)	1.26	66000	F	91%	0%	1%	1%	6%	0%	F	0.071	F		69000	F
04)	Combined Traffic Estimates for 3 Parallel Roadways		163000	G	93%	0%	1%	1%	5%	0%	F	NA			170000	G
	To.		65 Military													
East (64)	From: <b>L</b>		-	-	0.40/	J 00/	40/	40/	00/	00/	_	0.00	_		70000	_
64	City of Norfolk (Maint: 64)	1.19	67000	F	91%	0%	1%	1%	6%	0%	F _	0.08	F		72000	F
	Combined Traffic Estimates for 3 Parallel Roadways	s on this Route:	162000	G	93%	0%	1%	1%	5%	0%	F	NA			171000	G
East	Tas From:	US 13 SR	166 Northan	npton Bl	lvd	_										
<del>64</del>	City of Norfolk (Maint: 64)	1.74	70000	F	91%	0%	1%	1%	6%	0%	F	0.076	F		74000	F
	Combined Traffic Estimates for 3 Parallel Roadways	s on this Route:	169000	G	92%	0%	1%	1%	6%	0%	F	NA			179000	G
	To-		I-264			1										
East 64	City of Norfolk (Maint: 64)	1.34	68000	F	91%	0%	1%	1%	6%	0%	E	0.092	F		71000	F
64	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	0%	1%	1%	6%	0%	' E	NA	'		140000	
	To:		L Virginia B		3170	7	1 /0	1 70	070	0 70	'	INA			140000	'
East	From:		ECL Norfoll	k												
<u>64</u> )	City of Virginia Beach (Maint: 64	•	68000	F	91%	0%	1%	1%	6%	0%	F	0.092	F		71000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	134000	F	91%	0%	1%	1%	6%	0%	F	NA			140000	F
East	To- From:	In	dian River I	Rd		]										
(64)	City of Virginia Beach (Maint: 64	) 1.57	58000	F	91%	0%	1%	1%	6%	0%	F	0.081	F		60000	F
<del>04</del>	Combined Traffic Estimates for 2 Parallel Roadways	•	120000	F	91%	0%	1%	1%	6%	0%	F	NA			123000	F
	To:	EC	CL Chesapea													
East 64	From:		L Virginia B		040/		40/	40/	00/	00/	_	0.004	_		00000	_
(64)	City of Chesapeake (Maint: 64)	0.98	58000	F	91%	0%	1%	1%	6%	0%	-	0.081	F		60000	F -
	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	0%	1%	1%	6%	0%	F	NA			123000	F
East	To: From:	Gre	enbrier Park	way												
East 64	City of Chesapeake (Maint: 64)	1.49	58000	F	91%	0%	1%	1%	6%	0%	F	0.084	F		63000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	121000	F	91%	0%	1%	1%	6%	0%	F	NA			128000	F
	То:	SR 16	8 Battlefield	d Blvd		1										

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
East	From:		8 Battlefield			J							_			
64)	City of Chesapeake (Maint: 64)		51000	F	91%	0%	1%	1%	6%	0%	F	0.088	F		56000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	109000	F	91%	0%	1%	1%	6%	0%	F	NA			117000	F
East	To- From:		I-464			<del></del>										
64) (17)	City of Chesapeake (Maint: 64)	4.31	40000	F	91%	0%	1%	1%	6%	0%	F	0.090	F		43000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	81000	F	91%	0%	1%	1%	6%	0%	F	NA			86000	F
aet	To. From:	US 17 Geor	ge Washingt	ton High	way	]										
ast 64)	City of Chesapeake (Maint: 64)	1.46	36000	F	91%	0%	1%	1%	6%	0%	F	0.088	F		38000	F
3-7)	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	0%	1%	1%	6%	0%	F	NA			72000	F
	To:		460 Militar	y Highw	ay	<b> </b>										
ast 64	City of Chesapeake (Maint: 64)	2.31	34000	F	91%	0%	1%	1%	6%	0%	F	0.085	F		35000	
04)	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	0%	1%	1%	6%	0%	E	0.092	F	0.511	70000	F
	To:		I-264, I-664		9170	]	1 70	1 /0	070	0 70		0.032	'	0.511	70000	
ev	From:	Begin Rev	versible Land	e At I-56	54											
ev 64	City of Norfolk (Maint: 64)	5.99	22000	G	100%	0%	0%	0%	0%	0%	С	0.160	F		22000	(
	Combined Traffic Estimates for 3 Parallel Roadways	s on this Route:	163000	G	93%	0%	1%	1%	5%	0%	F	NA			170000	(
01/	To- Front	Ra	mp To I-64 l	EB		]										
ev 64	City of Norfolk (Maint: 64)	2.18	18000	G	100%	0%	0%	0%	0%	0%	С	0.158	F		18000	(
	Combined Traffic Estimates for 3 Parallel Roadways			G	92%	0%	1%	1%	6%	0%	F	NA			179000	(
	To:		nd Reversib													
est	From:	West	√irginia Stat	te Line												
64) (60)	Alleghany County	2.12	5100	G	73%	1%	1%	1%	23%	1%	F	0.084	F		4800	(
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	(
est	To: From:		F-198			]										
64) (60)	Alleghany County	5.06	5200	G	73%	1%	1%	1%	23%	1%	F	0.085	F		4800	(
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	(
	To		03-661			1										
est (a)	Alleghany County	3.23	4600	G	73%	<b>-</b> 1%	1%	1%	23%	1%	_	0.08	F		4300	(
64 (60)	Combined Traffic Estimates for 2 Parallel Roadways				75%	1%	1%	1%	22%	1%	r F	NA	'		9600	(
	Combined Trainic Estimates for 2 Faraller Roadways			G	75%	1 70 <b>7</b>	170	1 70	22 70	1 70	г	INA			9000	,
est	From:		S 60, SR 15													
64)	Alleghany County	4.27	6300	G	73%	1%	1%	1%	23%	1%	F	0.086	F		5900	(
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	(
est	To- From:	W	CL Covingto	on		]——										
64)	City of Covington (Maint: 03)	0.28	6300	G	73%	1%	1%	1%	23%	1%	F	0.086	F		5900	(
	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	1%	1%	22%	1%	F	NA			10000	(
				_	/ •	, .	. , .	. , •	, ,	. , .	•					•

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

		Fillialy al						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
Vest	From:		SR 154			Ī		0 7 0 0 0				. 4515.				
64)	City of Covington (Maint: 03)	1.08	7300	G	73%	1%	1%	1%	23%	1%	F	0.084	F		6800	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	15000	G	75%	1%	1%	1%	22%	1%	F	NA			14000	G
1	To- From:	Е	CL Covingt	on		1										
/est 64)	Alleghany County	0.77	7300	G	73%	- 1%	1%	1%	23%	1%	F	0.084	F		6800	
14)	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	1%	1%	22%	1%	F	NA			14000	(
	то		S 60; US 2			····	.,.									
est ~~~	From: L		,		700/	40/	40/	40/	000/	40/	_	0.077	_		0.400	
4 60 220	Alleghany County	4.98	9000	G	73%	1%	1%	1%	23%	1%	-	0.077	F		8400	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		G	75%	1%	1%	1%	22%	1%	F	NA			18000	(
est	To: From:		03-696			_										
4) (60) (220)	Alleghany County	2.34	10000	G	73%	1%	1%	1%	23%	1%	F	0.07	F		9400	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	20000	G	75%	1%	1%	1%	22%	1%	F	NA			18000	
not .	Tac From:	BUS U	JS 60 Bus U	JS 220		]										
est 4) (60) (220)	Alleghany County	0.86	7400	G	73%	1%	1%	1%	23%	1%	F	0.071	F		6900	
4) (00) (220)	Combined Traffic Estimates for 2 Parallel Roadways		15000	G	75%	1%	1%	1%	22%	1%	F	NA			14000	
	To		L Clifton F			···										
est ~~~	From: L				700/	40/	40/	40/	000/	40/	_	0.074	_		0000	
4 60 220	Town of Clifton Forge (Maint: 03)		7400	G	73%	1%	1%	1%	23%	1%	-	0.071	F		6900	(
	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	1%	1%	22%	1%	F	0.076	N		14000	
st	To: From:	EC	L Clifton Fo	orge		_										
4) (60) (220)	Alleghany County	1.06	7400	G	73%	1%	1%	1%	23%	1%	F	0.071	F		6900	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	15000	G	75%	1%	1%	1%	22%	1%	F	0.076	F		14000	
est	To: From	US 2	220; BUS U	IS 60		_										
4) (60)	Alleghany County	2.19	5400	G	73%	1%	1%	1%	23%	1%	F	0.075	F		5000	
7) (00)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	11000	G	75%	1%	1%	1%	22%	1%	F	NA			10000	
	To:		R 42, SR 26	59		1										
est	Alloghany County	6.52	4800	G	73%	1%	1%	1%	23%	1%	_	0.076	F		4500	(
4 (60)	Alleghany County Combined Traffic Estimates for 2 Parallel Roadways			G	75% 75%	1%	1%	1%	23% 22%	1%	F	0.076 NA	Г			,
	Combined Tranic Estimates for 2 Parallel Roadways				75%	170	170	170	22%	170	Г	INA			8400	
est	From:	SI	R 269, 03-8	50												
4) (60)	Alleghany County	4.69	3900	G	73%	1%	1%	1%	23%	1%	F	0.076	F		3700	(
	Combined Traffic Estimates for 2 Parallel Roadways		8800	G	75%	1%	1%	1%	22%	1%	F	0.072	F	0.527	8200	(
est	To: From:		ridge Count	_												
60 (60)	Rockbridge County	2.42	3900	G	73%	」 1%	1%	1%	23%	1%	F	0.076	F		3700	(
000	Combined Traffic Estimates for 2 Parallel Roadways		8800	G	75%	1%	1%	1%	22%	1%	F	NA	-		8200	(
	To:	c uno i touto.	81-780		. 0 , 0	٦ ```	1,3	. / 0		. / 0	•				0200	`

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

	1 IIIIGIY	and intersi	alc No	4100			Tru	ıok			V		Dir		
Route	Jurisdiction Lengt	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
	From	01.700			1	ZAXIE	3+Axle	1 i raii	21 raii		Factor		Factor		
West	Rockbridge County 6.94	81-780 <b>4400</b>	Α	73%	 1%	1%	1%	23%	1%	С	0.133	Α		4200	Α
64 (60)	10.1.00				1%	1%				С	0.133 NA	A			
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		Α	75%	1%	1%	1%	22%	1%	C	NA			8300	Α
West	To: From:	US 60, 81-6	23												
<del>64</del> )	Rockbridge County 5.90	5400	G	73%	1%	1%	1%	23%	1%	F	0.095	F		5000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	: 10000	G	75%	1%	1%	1%	22%	1%	F	NA			9500	G
	Tac	US 11			1										
West	Pool desired and Country			700/	<b>_</b>	40/	40/	000/	40/	_	0.004	_		5000	_
64	Rockbridge County 0.84	6200	G	73%	1%	1%	1%	23%	1%	F	0.081	F		5800	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	75%	1%	1%	1%	22%	1%	F	NA			12000	G
West South	From: I_S	I-81 S 1 West Interc	hange												
64) (81)	Rockbridge County 3.66	17000	G	66%	<b>-</b> 1%	2%	1%	28%	2%	F	0.069	F		16000	G
04) (01)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	36000	G	66%	1%	2%	0%	29%	2%	F	NA			34000	G
	To				٠,,,	_,,	0,0	_0 /0	_,,	•				0.000	Ū
West South	From:	US 11													
64) (81)	Rockbridge County 5.59	21000	G	66%	1%	2%	1%	28%	2%	F	0.069	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>40000</b>	G	66%	1%	2%	0%	29%	2%	F	NA			37000	G
Maril On the	To- From:	81-710			1—										
West South	Rockbridge County 4.41	21000	G	66%	1%	2%	1%	28%	2%	F	0.064	F		19000	G
64 81	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	66%	1%	2%	0%	29%	2%	r F	0.004 NA	'		38000	G
	Combined Tranic Estimates for 2 Parallel Roadways of this Rout		<u> </u>	00%	170	2%	0%	29%	270	Г	INA			30000	G
Vest South	To: From:	81-606													
64) (81)	Rockbridge County 0.33	21000	Α	66%	1%	2%	1%	28%	2%	С	0.121	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>42000</b>	В	66%	1%	2%	0%	29%	2%	С	NA			39000	В
		gusta County													
West South		kbridge Cour	•	222/			407		201					40000	
64) (81)	Augusta County 7.96	21000	Α	66%	1%	2%	1%	28%	2%	С	0.121	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 42000	В	66%	1%	2%	0%	29%	2%	С	0.065	N		39000	В
West South	To: From:	US 11			]										
64 (81)	Augusta County 4.64	20000	G	66%	1%	2%	1%	28%	2%	F	0.07	F		19000	G
04) (81)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	66%	1%	2%	0%	29%	2%	F	NA	•		39000	G
	Tambined Trainio Estimates for 21 drains residually of this residual			0070	٠/٥	270	070	20 /0	270	•	100			00000	Ü
Vest South	From:	07-654													
64) (81)	Augusta County 2.56	20000	G	66%	1%	2%	1%	28%	2%	F	0.079	F		18000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>43000</b>	G	66%	1%	2%	0%	29%	2%	F	NA			40000	G
	To	SR 262			1										
West South	From L			000/	40/	00/	40/	000/	00/	_	0.075	_		04000	~
64 81	Augusta County 0.65	26000	G	66%	1%	2%	1%	28%	2%	F	0.075	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	66%	1%	2%	0%	29%	2%	F	NA			48000	G
	To: I-G	1 East Interc	hange		1										

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

		FIIIIdi y di						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2 <u>Avle</u>	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:		I-81 S			1	ZANC	JIANE	TITAL	ZIIali		i actor		1 actor		
64	Augusta County	4.86	17000	G	86%	」 1%	1%	1%	11%	0%	F	0.088	F		16000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways of			G	86%	1%	1%	1%	11%	0%	F	NA	•		35000	G
	To T	in this reduce.	07-608		0070	۰./۰	170	170	1170	070	•	101			00000	Ŭ
West	From:															
(64)	Augusta County	2.62	15000	G	86%	1%	1%	1%	11%	0%	F	0.079	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	31000	G	86%	1%	1%	1%	11%	0%	F	NA			30000	G
West	To- From:	WC	L Waynest	oro		]										
64	City of Waynesboro (Maint: 07)	0.43	15000	G	86%	1%	1%	1%	11%	0%	F	0.079	F		15000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways of			G	86%	1%	1%	1%	11%	0%	F	NA	•		30000	G
	To T	in this reduce.	US 340		0070	۰./۰	170	170	1170	070	•	101			00000	Ŭ
West	From:															
64)	City of Waynesboro (Maint: 07)	2.15	16000	Α	86%	1%	1%	1%	11%	0%	С	0.121	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	32000	Α	86%	1%	1%	1%	11%	0%	С	NA			32000	Α
Moot	To- From:	07-62	24 Delphine	e Ave		_										
West 64	City of Waynesboro (Maint: 07)	0.30	14000	G	86%	1%	1%	1%	11%	0%	F	0.094	F		13000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways of			G	86%	1%	1%	1%	11%	0%	F	NA	•		26000	G
	Tanic Estinates for 21 araner readways o				0070	٦ //٥	170	1 /0	1170	070	•	INA			20000	
West	From:	EC	L Waynesb	oro												
64)	Augusta County	2.47	14000	G	86%	1%	1%	1%	11%	0%	F	0.094	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	26000	G	86%	1%	1%	1%	11%	0%	F	NA			26000	G
N/ +	To- From:	J	JS 250 Afto	n												
West 64	Augusta County	0.18	14000	F	86%	- 1%	1%	1%	11%	0%	F	0.103	F		14000	F
04)	Combined Traffic Estimates for 2 Parallel Roadways of			F	86%	1%	1%	1%	11%	0%	F	NA	'		26000	F
	To:		on County		00 /0	1 ''	1 /0	1 /0	11/0	0 /6	'	INA			20000	'
West	From:		ısta County													
64)	Nelson County (Maint: 02)	1.36	14000	F	86%	1%	1%	1%	11%	0%	F	0.103	F		14000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	26000	F	86%	1%	1%	1%	11%	0%	F	NA			26000	F
	To:		narle Count	_												
West	Albemarle County	6.27	14000	Line <b>F</b>	86%	」 1%	1%	1%	11%	0%	_	0.103	F		14000	F
64	,										F		Г			F
	Combined Traffic Estimates for 2 Parallel Roadways o			F	86%	1%	1%	1%	11%	0%	г	NA			26000	F
Vest	To- From:	US	250 near Cr	ozet		_										
64)	Albemarle County	7.01	16000	F	86%	1%	1%	1%	11%	0%	F	0.117	F		16000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	32000	F	86%	1%	1%	1%	11%	0%	F	NA			31000	F
	To		02-637			1										
West	From:	0.70			000/	40/	40/	40/	440/	00/	_	0.446	_		10000	_
64	Albemarle County	3.76	16000	F	86%	1%	1%	1%	11%	0%	F	0.113	F		16000	F
~	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:		F	86%	1%	1%	1%	11%	0%	F	NA			33000	F
	To:		US 29													

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

		T TITTICAL Y CA	na intersta	alc Not	1100			Tru	ol.			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
	. 1					1	2Axle	3+Axle	11 raıl	21 rail		Factor		Factor		
West	Alle avecarde Occupation	4.04	US 29		000/	40/	40/	40/	440/	00/	_	0.404	_		00000	_
64	Albemarle County	1.84	22000	F	86%	1%	1%	1%	11%	0%	F -	0.101	F		20000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	44000	F	86%	1%	1%	1%	11%	0%	F	NA			40000	F
West	To: From:	(	2-631 5th S	St												
64)	Albemarle County	1.52	23000	F	86%	1%	1%	1%	11%	0%	F	0.115	F		22000	F
<b>64</b> )	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	48000	F	86%	1%	1%	1%	11%	0%	F	NA			44000	F
	To		SR 20													
West	From:															
64)	Albemarle County	0.41	18000	F	86%	1%	1%	1%	11%	0%	F	0.099	F		17000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	F	86%	1%	1%	1%	11%	0%	F	NA			33000	F
MAT	To- From:	WCI	_ Charlottes	sville		1										
West	City of Charlottesville (Maint: 02)	0.20	18000	F	86%	- 1%	1%	1%	11%	0%	_	0.099	F		17000	F
64	,			F	86%	1%	1%	1%	11%	0%	'		'			, F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route.	35000	Г	00%	170	170	170	1170	0%	Г	NA			33000	Г
West	To: From:	ECI	Charlottes	ville												
64)	Albemarle County	2.39	18000	F	86%	1%	1%	1%	11%	0%	F	0.099	F		17000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	F	86%	1%	1%	1%	11%	0%	F	NA			33000	F
	To	US 250 F	ast of Charl	lottesvill	e	<b>—</b>										
West	From:					J					_		_			_
64)	Albemarle County	5.37	19000	F	86%	1%	1%	1%	11%	0%	F	0.132	F		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	36000	F	86%	1%	1%	1%	11%	0%	F	NA			34000	F
West	To: From:		02-616			]										
64)	Albemarle County	1.08	15000	F	86%	1%	1%	1%	11%	0%	F	0.101	F		14000	F
04)	Combined Traffic Estimates for 2 Parallel Roadways			F	86%	1%	1%	1%	11%	0%	F	NA	•		27000	F
	To:		nna County		0070	7 '″	1 70	170	1170	070	•	INA			21000	'
West	From:	Alben	narle Count	y Line												
64)	Fluvanna County (Maint: 54)	1.44	15000	F	86%	1%	1%	1%	11%	0%	F	0.101	F		14000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	30000	F	86%	1%	1%	1%	11%	0%	F	NA			27000	F
	To:		isa County													
West	From:		nna County		000/	<b>_</b>	40/	40/	440/	00/	_	0.404	_		44000	_
64	Louisa County	4.64	15000	F	86%	1%	1%	1%	11%	0%	-	0.101	F		14000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	30000	F	86%	1%	1%	1%	11%	0%	F	NA			27000	F
West	To- From:	US 15	Zion Cross	sroads		]										
64)	Louisa County	6.32	13000	Α	86%	1%	1%	1%	11%	0%	С	0.123	Α		12000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways			Α	86%	1%	1%	1%	11%	0%	C	NA			25000	Α
	To.					۰./۰	. 70	. 70	, 0	2,0	J					,,
West	From:		SR 208													
64)	Louisa County	4.36	13000	F	86%	1%	1%	1%	11%	0%	F	0.077	F		12000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	24000	F	86%	1%	1%	1%	11%	0%	F	NA			23000	F
	To:	Maint	enance Bou	ındary		1										

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

	Timary	iiu iiileisia	1010	4100			Ten	ck			K		Dir		
Route	Jurisdiction Length	AADT	QΑ	4Tire	Bus	0011			OT:	QC		QK		AAWDT	QW
\M/==4	From	tenance Bou			1	ZAXIE	3+Axle	TITAL	ZTraii		Factor		Factor		
West 64	Goochland County 1.50	13000	ruary <b>F</b>	86%	<b>」</b> 1%	1%	1%	11%	0%	F	0.077	F		12000	F
64	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	86%	1%	1%	1%	11%	0%	, E	NA	'		23000	, F
	Combined Trainic Estimates for 2 Farallel Roadways off this Route.		Г	0070	170	1 70	1 70	1170	076	Г	INA			23000	Г
West	To- From:	37-605													
<del>64</del> )	Goochland County 3.92	13000	F	86%	1%	1%	1%	11%	0%	F	0.081	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	25000	F	86%	1%	1%	1%	11%	0%	F	NA			23000	F
	To	37-629			<b>1</b>										
West	From: L			000/	40/	40/	40/	440/	00/	_	0.000	_		44000	_
64	Goochland County 4.75	12000	F	86%	1%	1%	1%	11%	0%	F	0.083	F		11000	F _
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	86%	1%	1%	1%	11%	0%	F	NA			23000	F
West		iisa County I hland County			+										
64	Louisa County (Maint: 37) 2.03	12000	F	86%	1%	1%	1%	11%	0%	F	0.083	F		11000	F
04	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	86%	1%	1%	1%	11%	0%	F	NA	•		23000	F
	oonibilied Traffic Estimates for 21 draffer readways on this reduct.		•	0070	7	1 /0	1 /0	1170	070	'	INA			20000	•
West	From:	US 522													
64)	Louisa County (Maint: 37) 2.61	16000	F	86%	1%	1%	1%	11%	0%	F	0.105	F		14000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	31000	F	86%	1%	1%	1%	11%	0%	F	NA			28000	F
		hland County													
West		iisa County I		000/		40/	40/	440/	00/	_	0.405	_		4.4000	_
64	Goochland County 5.02	16000	F	86%	1%	1%	1%	11%	0%	F	0.105	F		14000	-
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	31000	F	86%	1%	1%	1%	11%	0%	F	NA			28000	F
West	To: From:	37-617													
(64)	Goochland County 6.56	18000	F	86%	1%	1%	1%	11%	0%	F	0.119	F		16000	F
(04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	86%	1%	1%	1%	11%	0%	F	NA	•		36000	F
	To Training Training Estimates for 21 drainer readways on this reads.		•		¬ '/º	1 /0	170	1170	070	•	100			00000	•
West	From	37-623													
<del>64</del> )	Goochland County 0.71	18000	N	86%	1%	1%	1%	11%	0%	Ν	0.119	Ν		16000	Ν
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	39000	N	86%	1%	1%	1%	11%	0%	Ν	NA			36000	Ν
	To:	SR 288			1										
West	From:			000/	40/	40/	40/	440/	00/	_	0.400	_		00000	_
64	Goochland County 0.74	24000	F	86%	1%	1%	1%	11%	0%	F	0.123	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	49000 rico County	N	86%	1%	1%	1%	11%	0%	N	0.091	F	0.668	45000	N
West		rico County : hland County													
(64)	Henrico County 2.57	24000	F	86%	<b>」</b> 1%	1%	1%	11%	0%	F	0.123	F		23000	F
04	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	86%	1%	1%	1%	11%	0%	F	NA	•		45000	F
			•	0070	7	1 /0	1 /0	1170	0 /0	'	IN/A			40000	'
West	To:	I-295													-
West 64	Henrico County 0.79	25000	G	97%	0%	0%	1%	2%	0%	F	0.121	F		28000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	49000	G	97%	0%	1%	1%	2%	0%	F	NA			55000	G
		0 Near Short	Pump												

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

	11111	iai y aira ii	illerstate Rt				Tru	ck			K		Dir		
Route	Jurisdiction L	ength 🗚	ADT QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:	US 250 Nea	ar Short Pump		1	27 000	0.700	TTTGII	ZIIGII		1 40101		1 40101		
<del>64</del> )	Henrico County		9000 G	97%	0%	0%	1%	2%	0%	F	0.113	F		33000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: <b>59</b>	9000 G	97%	0%	1%	1%	2%	0%	F	NA			67000	G
	To-	Gask	kins Rd		Т										
West	Henrico County	1.33 <b>47</b>	7000 F	97%	<b>-</b> 0%	0%	1%	2%	0%	С	0.126	В		47000	F
64	Combined Traffic Estimates for 2 Parallel Roadways on this I			97%	0%	1%	1%	2%	0%	С	0.120 NA	Ь		93000	, F
	Combined Traine Estimates for 21 drailer (Coduways of this i			91 /0	7	1 /0	1 70	270	0 70	C	INA			93000	'
West	From:		nam Rd												
(64)			6000 G	97%	0%	0%	1%	2%	0%	F	0.115	F		52000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R	Route: 92	2000 G	97%	0%	1%	1%	2%	0%	F	NA			104000	G
West	To- From:	US 250; (	Glenside Dr		]										
64)	Henrico County	1.53 <b>47</b>	7000 G	97%	0%	0%	1%	2%	0%	F	0.103	F		54000	G
<b>0</b> +)	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: <b>97</b>	7000 G	97%	0%	1%	1%	2%	0%	F	NA			109000	G
	Too		aples Mill Rd		1										
West	Honrico County			070/	<b>-</b> 0%	00/	10/	20/	00/	_	0.006	F		70000	0
64			9000 G	97%		0%	1%	2%	0%	F	0.096	г		78000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this I		4000 G Richmond	97%	_0% ¬	1%	1%	2%	0%	Г	NA			151000	G
West	From:		County Line												
64)	City of Richmond (Maint: 43)	0.92 <b>69</b>	9000 G	97%	0%	0%	1%	2%	0%	F	0.096	F		78000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: <b>13</b> 4	4000 G	97%	0%	1%	1%	2%	0%	F	0.090	F	0.528	151000	G
Mast Nasth	To- From:	I-95	5; I-195		_										
West North  (64) (95)	City of Richmond (Maint: 43)	0.78 <b>64</b>	1000 G	92%	_ 1%	1%	1%	6%	0%	F	0.087	F		68000	G
(64) (95)	Combined Traffic Estimates for 2 Parallel Roadways on this I			91%	1%	1%	1%	6%	0%	F	0.079	F	0.535	140000	
	To To Take the transfer of the		Boulevard	0170	٦	170	170	070	070	•	0.070	•	0.000	140000	0
West North	From											_			
64) (95)	,		1000 B	92%	1%	1%	1%	6%	0%	С	0.089	В		75000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: <b>14</b> 3	3000 B	91%	1%	1%	1%	6%	0%	С	0.090	Α	0.526	152000	В
West	To: From:	I-95 East	Interchange		]										
64)	City of Richmond (Maint: 43)	1.70 <b>43</b>	3000 G	95%	1%	1%	1%	3%	0%	F	0.104	F		44000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: 91	1000 G	94%	1%	1%	1%	3%	0%	F	NA			95000	G
	Tec	MECL	Richmond		<b>1</b>										
West	Honrico County			95%	10/	10/	10/	20/	00/	_	0.404	F		44000	_
64					1%	1%	1%	3%	0%	F	0.104	г		44000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this I			94%	1%	1%	1%	3%	0%	Г	NA			95000	G
West	To: US	360; Mecha	nicsville Turn	oike											
<del>64</del>	Henrico County	0.71 <b>33</b>	3000 G	95%	1%	1%	1%	3%	0%	F	0.1	F		34000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: <b>70</b>	0000 G	94%	1%	1%	1%	3%	0%	F	NA			72000	G
	To:	MWCL	Richmond												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	<u>'</u>	Tilliai y ai	ia intersta	10110	1100			Tru	<u></u>			1/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
	r					1	2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
West	City of Richmond (Maint: 43)		VCL Richmo	ond <b>G</b>	95%	10/	10/	1%	3%	00/	F	0.1	F		34000	C
64	,	0.24				1%	1%			0%	•		Г			G
	Combined Traffic Estimates for 2 Parallel Roadways on th			G	94%	1%	1%	1%	3%	0%	F	NA			72000	G
West	To- From:	E	CL Richmor	nd												
<del>64</del>	Henrico County	0.43	33000	G	95%	1%	1%	1%	3%	0%	F	0.1	F		34000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	70000	G	94%	1%	1%	1%	3%	0%	F	NA			72000	G
	To	SR 33	Nine Mile	Road												
West	From:				0=0/	<b>_</b>	407	40/	00/	201	_		_			_
64	Henrico County	2.18	28000	G	95%	1%	1%	1%	3%	0%	F	0.110	F		29000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	51000	G	94%	1%	1%	1%	3%	0%	F	NA			53000	G
West	To- From:	L	aburnum Av	re		]										
64)	Henrico County	1.99	24000	Α	95%	1%	1%	1%	3%	0%	С	0.125	Α		25000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on th			Α	94%	1%	1%	1%	3%	0%	С	NA			48000	Α
	To-						.,.	.,.								
West	From:		156 Airport													
64)	Henrico County	3.62	16000	G	95%	1%	1%	1%	3%	0%	F	0.126	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	30000	G	94%	1%	1%	1%	3%	0%	F	NA			31000	G
Moot	Tao From:		I-295													
West 64	Henrico County	2.71	30000	G	95%	0%	1%	1%	3%	0%	F	NA			33000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways on th			G	95%	0%	1%	1%	3%	0%	F	NA			60000	G
	To:		Kent County		3370	7	170	1 /0	370	070	•	INA			00000	J
West	From:	Henr	rico County	Line												
64)	New Kent County	1.36	30000	G	95%	0%	1%	1%	3%	0%	F	NA			33000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	59000	G	95%	0%	1%	1%	3%	0%	F	NA			60000	G
M	To From:	S	R 33, SR 24	9		<del> </del>										
West	New Kent County	5.79	21000	G	95%	0%	1%	1%	3%	0%	F	0.087	F		20000	G
64 33	Combined Traffic Estimates for 2 Parallel Roadways on th					0%	1%		3%		F		F			G
	Combined Tranic Estimates for 2 Parallel Roadways on th	is Route.		G	95%	U%	170	1%	3%	0%	Г	NA			39000	G
West	To- From:		SR 106													
<del>64</del> ) <del>(33)</del>	New Kent County	3.44	21000	G	95%	0%	1%	1%	3%	0%	F	0.085	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	42000	G	95%	0%	1%	1%	3%	0%	F	NA			39000	G
	To:		SR 155			1										
West	From: L	5.50		_	050/	- 00/	40/	40/	00/	00/	_	0.000	_		00000	_
64 33	New Kent County	5.52	21000	G	95%	0%	1%	1%	3%	0%	F -	0.088	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	41000	G	95%	0%	1%	1%	3%	0%	F	NA			38000	G
West	To: From		SR 33 Par			_										
64 (33)	New Kent County	0.37	21000	N	95%	0%	1%	1%	3%	0%	Ν	0.088	Ν		20000	Ν
	Combined Traffic Estimates for 2 Parallel Roadways on th			N	95%	0%	1%	1%	3%	0%	Ν	NA			38000	N
	To:		SR 33			٦										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		FIIIIdi y di	14 11110101	0.01.00				Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	24vla	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
West	From:		SR 33			1	ZANIC	JIANIC	TTTAII	ZIIali		i actor		1 actor		
64)	New Kent County	3.69	22000	G	95%	<b>-</b> 0%	1%	1%	3%	0%	F	0.077	F		24000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA	•		47000	(
	To:		City Count		3370	٦ ٠/٠	1 70	170	370	070	'	INA			47000	
/est	From:	New l	Kent Count	y Line												
64)	James City County	2.89	22000	G	95%	0%	1%	1%	3%	0%	F	0.077	F		24000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	44000	G	95%	0%	1%	1%	3%	0%	F	NA			47000	(
	To-		SR 30			1										
est	From:					<b>⊿</b>					_		_			
54)	James City County	4.35	21000	G	95%	0%	1%	1%	3%	0%	F	0.085	F		23000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	43000	G	95%	0%	1%	1%	3%	0%	F	NA			46000	(
	To- From:		47-607			]										
est 64	James City County	1.44	27000	G	95%	0%	1%	1%	3%	0%	F	0.072	F		28000	
54)	Combined Traffic Estimates for 2 Parallel Roadways			G	93%	0%		1%	4%	0%			'			
	Combined Trainic Estimates for 2 Parallel Roadways		52000 rk County I		93%	7 U%	1%	170	470	U%	Г	NA			55000	
est	From:		City Count			1										_
<del>34</del> )	York County	1.43	27000	G	95%	0%	1%	1%	3%	0%	F	0.072	F		28000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	52000	G	93%	0%	1%	1%	4%	0%	F	NA			55000	
	Tau															
est	From:		99 WEST; 9													
34)	York County	4.80	27000	G	95%	0%	1%	1%	3%	0%	F	0.074	F		28000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	51000	G	95%	0%	1%	1%	3%	0%	F	NA			51000	
	To	SR 14	3 Camp Pe	ary Rd		1										
est	Vork County	3.31	28000	G	95%	0%	1%	1%	3%	00/	_	0.075	F		20000	
34	York County									0%	-	0.075	г		28000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	56000	G	95%	0%	1%	1%	3%	0%	F	NA			57000	(
est	To: From:	5	SR 199 Eas	t		}—										
54)	York County	1.41	35000	G	92%	0%	1%	1%	6%	0%	С	NA			33000	
	Combined Traffic Estimates for 2 Parallel Roadways			G	92%	0%	1%	1%	6%	0%	С	NA			67000	(
	Ta-				0=70	7	.,,	. , ,	0,0	0,0	Ū				0.000	
/est	From:	SR 14	13 Merrima	c I rail												
<del>34)</del>	York County	0.34	44000	G	95%	0%	1%	1%	3%	0%	F	0.082	F		44000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	80000	G	95%	0%	1%	1%	3%	0%	F	NA			81000	
	To:		City Count	-												
est	From:		rk County I		050/		40/	40/	00/	00/	_	0.000	_		44000	
4	James City County (Maint: 99)	2.38	44000	G	95%	0%	1%	1%	3%	0%	F	0.082	F		44000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	80000	G	95%	0%	1%	1%	3%	0%	F	NA			81000	(
	To- From:	WCI	L Newport 1	News		}—										
lost		· · · · · · · · · · · · · · · · · · ·		_												
/est	City of Newport News (Maint: 00)	0.06	44000	G	95%	0%	1%	1%	3%	0%	F	በ በደን	F		44000	- (
Vest	City of Newport News (Maint: 99) Combined Traffic Estimates for 2 Parallel Roadways		44000 80000	G G	95% 95%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.082 NA	F		44000 81000	(

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		FIIIIdi y di		2.0 1 (0)				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:	SR 1	43 Jefferson	Ave		1	2, 540	0 17 040	TTTGII	211011		, dotoi				
<del>64</del> )	City of Newport News (Maint: 99)	1.28	41000	G	95%	0%	1%	1%	3%	0%	F	0.084	F		41000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	78000	G	95%	0%	1%	1%	3%	0%	F	NA			79000	G
	Tax		SR 238			1										
West	City of Newport News (Maint: 99)	2.32	44000	G	95%	0%	1%	1%	3%	0%	F	0.082	F		44000	G
64	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA	•		82000	G
	T.				3370	7	1 70	1 70	370	070	'	INA			02000	J
West	From:		5 Fort Eusti													
64)	City of Newport News (Maint: 99)	5.22	46000	G	92%	0%	1%	1%	6%	0%	F	0.082	F		47000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	92000	G	93%	0%	1%	1%	5%	0%	F	NA			93000	G
West	To: From:	SR 1	43 Jefferson	Ave		]										
<del>64</del>	City of Newport News (Maint: 99)	1.55	58000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		59000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	107000	G	95%	0%	1%	1%	3%	0%	F	NA			108000	G
	Tax	SR 17	1 Oyster Po	int Rd		1										
West	City of Newport News (Maint: 99)	1.50	61000	Α	95%	0%	1%	1%	3%	0%	С	0.096	Α		63000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways			A	95%	0%	1%	1%	3%	0%	С	NA	^		125000	
	Combined Trainic Estimates for 2 Parallel Roadways				95 /6	7	1 /0	1 /0	370	0 76	C	INA			123000	^
West	From:	US 17 J	Clyde Mor	ris Blvd												
64)	City of Newport News (Maint: 99)	0.78	73000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		74000	G
	Combined Traffic Estimates for 2 Parallel Roadways				95%	0%	1%	1%	3%	0%	F	0.077	F	0.501	149000	G
West	To: From:		CL Hampto Newport N													
64)	City of Hampton (Maint: 99)	2.41	73000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		74000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	148000	G	95%	0%	1%	1%	3%	0%	F	NA			149000	G
	To:	Hampton l	Roads Cente	r Parkw	av	<b></b>										
West	City of Horonton (Mainty CO)	•			4	<b>-</b>	40/	40/	20/	00/	_	0.077	_		E0000	_
64	City of Hampton (Maint: 99)	0.78	58000	G	95%	0% 0%	1%	1%	3%	0%	F	0.077	F		59000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	U% -	1%	1%	3%	0%	Г	NA			125000	G
West	To: From:	SR 13	34 Magruder	Blvd		_										
<del>(64)</del> (134)	City of Hampton (Maint: 99)	0.65	70000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		71000	G
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA			146000	G
Mont	To: From:		SR 134 Mero SR 134 Mero			-										
West (64) (134)	City of Hampton (Maint: 99)	1.06	74000	G G	95%	<b>_</b> 0%	1%	1%	3%	0%	F	0.083	F		74000	G
134	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA	•		105000	G
	To:		I-664			~~~	173	. , ,								
West	Fram:						, = -				_		_			_
64)	City of Hampton (Maint: 99)	1.05	58000	G	95%	0%	1%	1%	3%	0%	F	0.073	F		58000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA			122000	G
	To:	SR 1	167 LaSalle	Ave												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu ii ilei sia	ale Roi	nes							14	<u> </u>		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK _ Dir	AAWDT	QW
	p. I					1	2Axle	3+Axle	1Trail	2Trail		Factor	Factor		
West	City of Horoston (Mointy CO)		167 LaSalle		95%	00/	40/	40/	20/	00/	F	0.074	F	40000	_
64	City of Hampton (Maint: 99)	2.36	45000	G		0%	1%	1%	3%	0%	•	0.071	F	46000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA		100000	G
West	To: From:	US 60	), SR 143 Ty	ler St											
(64) (60)	City of Hampton (Maint: 99)	0.38	46000	G	95%	0%	1%	1%	3%	0%	F	0.073	F	47000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	99000	G	95%	0%	1%	1%	3%	0%	F	NA		100000	G
	Tax	SR	169 Mallory	/ St		Ъ									
West	From:				050/		40/	40/	00/	00/	_	0.074	_	40000	_
64 (60)	City of Hampton (Maint: 99)	3.93	48000	G	95%	0%	1%	1%	3%	0%	F	0.071	F	48000	G
	Combined Traffic Estimates for 2 Parallel Roadways o		96000 VCL Norfoll	G	95%	0%	1%	1%	3%	0%	F	NA		98000	G
West	From:		CL Hampto												
64) (60)	City of Norfolk (Maint: 64)	0.17	48000	G	95%	0%	1%	1%	3%	0%	F	0.071	F	48000	G
04) (00)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	96000	G	95%	0%	1%	1%	3%	0%	F	NA		98000	G
	To		Bayville St												
West	From:														
(64) (60)	City of Norfolk (Maint: 64)	2.00	44000	F	95%	0%	1%	1%	3%	0%	F	0.07	F	45000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	86000	F	95%	0%	1%	1%	3%	0%	F	NA		89000	F
West	To: From:		4th View St			]									
64	City of Norfolk (Maint: 64)	0.80	39000	F	95%	0%	1%	1%	3%	0%	F	0.065	F	40000	F
04)	Combined Traffic Estimates for 2 Parallel Roadways			F	95%	0%	1%	1%	3%	0%	F	NA	·	84000	F
	Tool Training Local Marcos For 2 Training Freedom ayou	- Trans reace.		-	0070	7	. 70	170	070	070	•			0.000	•
West	From:		Bay Ave												
64)	City of Norfolk (Maint: 64)	0.90	43000	F	95%	0%	1%	1%	3%	0%	F	0.064	F	45000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	91000	F	95%	0%	1%	1%	3%	0%	F	NA		93000	F
West	To: From:	1	New Gate Ro	i		]									
West 64	City of Norfolk (Maint: 64)	1.26	38000	F	95%	0%	1%	1%	3%	0%	F	0.067	F	39000	F
64	Combined Traffic Estimates for 2 Parallel Roadways			F	95%	0%	1%	1%	3%	0%	F	NA	•	92000	F
	Combined Trainic Estimates for 2 Farance Roadways				95 /6	7	1 /0	1 /0	370	0 /6	'	INA		92000	'
West	To: From:	I-564,	US 460 Gra	nby St											
64)	City of Norfolk (Maint: 64)	0.92	62000	F	91%	0%	1%	1%	6%	0%	F	0.096	F	66000	F
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	142000	G	93%	0%	1%	1%	5%	0%	F	NA		145000	G
	Tax	SR 1	68 Tidewate	er Dr		1—									
West	City of Norfolk (Maint: CA)		51000	F	91%	<b>-</b> 0%	10/	1%	60/	00/	_	0.000	F	53000	F
64	City of Norfolk (Maint: 64)	0.98					1%		6% 50/	0%	Г	0.088	Г		•
	Combined Traffic Estimates for 3 Parallel Roadways			G	93%	0%	1%	1%	5%	0%	F	NA		139000	G
West	To: From:	SR 194	1 Chesapeak	e Blvd		_									
<del>64</del> )	City of Norfolk (Maint: 64)	0.96	61000	F	91%	0%	1%	1%	6%	0%	F	0.094	F	64000	F
\ 04 /															
64)	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	143000	G	93%	0%	1%	1%	5%	0%	F	NA		150000	G

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillidiy di						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:	SR 2	47 Norview	Ave		1	27 000	0.700	TTTGII	ZIIGII		1 40101		1 40101		
( <del>64</del> )	City of Norfolk (Maint: 64)	1.24	75000	F	91%	0%	1%	1%	6%	0%	F	0.08	F		79000	F
	Combined Traffic Estimates for 3 Parallel Roadways of	on this Route:	163000	G	93%	0%	1%	1%	5%	0%	F	NA			170000	G
	Tac	SR 1	65 Military	Hwv		1										
West	City of Norfolk (Maint: 64)	1.07	73000	F	91%	0%	1%	1%	6%	0%	F	0.084	F		77000	F
64	Combined Traffic Estimates for 3 Parallel Roadways of			G	93%	0%	1%	1%	5%	0%	, E	NA	•		171000	G
	Combined Tranic Estimates for 31 araner (Coadways C					J 0 /0	1 /0	1 70	370	0 70	'	INA			17 1000	U
West	From:	US 13, SR														
(64)	City of Norfolk (Maint: 64)	2.20	81000	F	91%	0%	1%	1%	6%	0%	F	0.075	F		87000	F
	Combined Traffic Estimates for 3 Parallel Roadways of	on this Route:	169000	G	92%	0%	1%	1%	6%	0%	F	NA			179000	G
West	To- From:		I-264			}—										
64)	City of Norfolk (Maint: 64)	0.83	67000	F	91%	0%	1%	1%	6%	0%	F	0.083	F		68000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	134000	F	91%	0%	1%	1%	6%	0%	F	NA			140000	F
	To:		L Virginia B													
West	City of Virginia Peach (Maint: 64)	I 1.75	ECL Norfoll 67000	k F	91%	<b>_</b> 0%	1%	1%	6%	0%	_	0.083	F		68000	_
64	City of Virginia Beach (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways of			F	91%	0%	1%	1%	6%	0%	F	0.063 NA	Г		140000	F
	Combined Tranic Estimates for 2 Parallel Roadways C				91%	U%	170	170	0%	0%	Г	INA			140000	Г
West	To: From:	In	dian River I	Rd		_										
<del>64</del>	City of Virginia Beach (Maint: 64)	1.17	62000	F	91%	0%	1%	1%	6%	0%	F	0.080	F		64000	F
	Combined Traffic Estimates for 2 Parallel Roadways of				91%	0%	1%	1%	6%	0%	F	NA			123000	F
Mark.	To:		L Chesapea													
West 64	City of Chesapeake (Maint: 64)	0.89	_ Virginia B <b>62000</b>	F	91%	┛ 0%	1%	1%	6%	0%	F	0.080	F		64000	F
04	Combined Traffic Estimates for 2 Parallel Roadways of			F	91%	0%	1%	1%	6%	0%	F	NA	•		123000	F
	To:		enbrier Park		0170	7	170	170	070	070	·				120000	
West	Fram:			-												
64	City of Chesapeake (Maint: 64)	1.78	63000	F	91%	0%	1%	1%	6%	0%	F	0.088	F		65000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	121000	F	91%	0%	1%	1%	6%	0%	F	NA			128000	F
West	To- From:	SR 16	8 Battlefield	d Blvd		}										
(64) (168)	City of Chesapeake (Maint: 64)	0.82	58000	N	91%	0%	1%	1%	6%	0%	Ν	0.090	Ν		61000	Ν
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	109000	N	91%	0%	1%	1%	6%	0%	Ν	NA			117000	Ν
	To:		US 17													
West	City of Changanaka (Maint: 64)	SR 16 0.49	8 Battlefield <b>58000</b>	d Blvd <b>F</b>	91%	<b>」</b> ○%	10/	10/	6%	00/	_	0.090	F		61000	_
64	City of Chesapeake (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadways of			F	91%	0% 0%	1% 1%	1% 1%	6%	0% 0%	F	0.090 NA	r		117000	F
	Combined Trainic Estimates for 2 Farallel Roadways C	JII IIIIS ROULE.		Г	9170	U70	1 70	1 70	U70	U-70	Г	INA			117000	Г
West	To: Fram:		I-464													
( <del>64</del> ) ( <del>17</del> )	City of Chesapeake (Maint: 64)	0.41	36000	F	91%	0%	1%	1%	6%	0%	F	0.09	F		37000	F
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	75000	F	91%	0%	1%	1%	6%	0%	F	NA			80000	F
	To:	SR 190	Great Bridg	ge Blvd												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	City of Chesapeake (Maint: 64)	SR 190 3.86	Great Brid	ge Blvd <b>F</b>	91%	」 ○%	1%	1%	6%	0%	_	0.088	F		42000	F
64 [17]	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	0%	1%	1%	6%	0%	F	NA	Г		86000	F
	то		orge Washi			~~~	.,,	.,,								
West 64	City of Chesapeake (Maint: 64)	1.86	34000	F	91%	<b>-</b> 0%	1%	1%	6%	0%	F	0.094	F		35000	F
(04)	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	0%	1%	1%	6%	0%	F	NA			72000	F
\\/ t	To- From:	US 13, U	JS 460 Mili	tary Hwy	/	T										
West 64	City of Chesapeake (Maint: 64)	1.65	34000	F	91%	0%	1%	1%	6%	0%	F	0.091	F		35000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	68000	F	91%	0%	1%	1%	6%	0%	F	NA			70000	F
	To:		I-264, I-664	1												
(as)	Scott County	0.04	US 58 1700	F	95%	<b>」</b> 0%	2%	1%	1%	0%	F	0.11	F	0.527	1700	F
65	To To To		CL Clinchp		90 /0	7	270	1 70	1 70	0 70	'	0.11	'	0.321	1700	
65	From.  Town of Clinchport (Maint: 84)	1.46	1700	N	95%	0%	2%	1%	1%	0%	N	0.11	N	0.527	1700	N
	To	EG	CL Clinchp													
65	Scott County	2.91	1700	N	95%	0%	2%	1%	1%	0%	Ν	0.11	Ν	0.527	1700	Ν
	To- From		84-649			]—										
65	Scott County	2.28	640	F	95%	0%	2%	1%	1%	0%	С	0.102	F	0.515	660	F
	Scott County	8.03	84-645 Hill <b>350</b>	F	95%	] <del></del>	2%	1%	1%	0%	F	0.112	F	0.5	350	F
65	Scou County	0.03		г	95%	U% <b>7</b>	<b>2</b> 70	1 70	170	070	F	0.112	Г	0.5	330	Г
(65) (72)	Scott County	7.79	W SR 72	F	97%	0%	1%	0%	2%	0%	С	0.103	F	0.575	1300	F
03) (12)	To		CL Dungani			<u> </u>										
(65) (72)	Town of Dungannon (Maint: 84)	0.32	1300	N	97%	0%	1%	0%	2%	0%	Ν	0.103	Ν	0.575	1300	Ν
	To- From:		84-1009			]										
(65) (72)	Town of Dungannon (Maint: 84)	0.28	2100	F	97%	0%	1%	0%	2%	0%	F	0.093	F	0.521	2100	F
	To From	0.04	E SR 72	_	000/	]	00/	40/	40/	00/		0.000	_	0.550	4000	
65	Town of Dungannon (Maint: 84)	0.21	1600	F	96%	0%	2%	1%	1%	0%	F	0.088	F	0.552	1600	F
65	Scott County	0.75	L Dunganr <b>1600</b>	non <b>N</b>	96%	0%	2%	1%	1%	0%	N	0.088	N	0.552	1600	N
65	To To		84-774	.,	0070	7	270	170	170	070	.,	0.000	.,	0.002	1000	
65	Scott County	4.14	640	F	96%	0%	2%	1%	1%	0%	С	0.092	F	0.541	660	F
	To:		sell County			]										
65	Russell County	2.83	ott County I 1100	G	90%	」 0%	1%	7%	2%	0%	С	0.087	F	0.519	1200	G
	то		CL Castlew			¬										
65	Town of Castlewood (Maint: 83)	3.02	1100	N	90%	0%	1%	7%	2%	0%	Ν	0.087	Ν	0.519	1200	Ν
$\smile$	To:	US 58 A	LT Banner	s Corner												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		FIIIIai y ai	ia interste	alc rec	1100			Tru	ok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	O A vilo			2Trail	QC		QK	Factor	AAWDT	QW
Fact	From:		I-81 N			1	ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
East (66)	Warren County	6.61	13000	G	78%	<b>」</b> 1%	1%	1%	18%	1%	F	0.061	F		12000	G
(66)	Combined Traffic Estimates for 2 Parallel Roadways on the			G	78%	1%	2%	1%	18%	1%	F	0.079	F	0.609	23000	G
	Table 1 Table Estimates for 21 drailer Roadways of the				7070	7	270	170	10 /0	1 70	•	0.075		0.000	23000	J
East	From:	US	340; US 5	522												
East (66)	Warren County	6.49	13000	Α	78%	1%	1%	1%	18%	1%	С	0.132	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	26000	Α	78%	1%	2%	1%	18%	1%	С	0	Α	0.572	24000	Α
Foot	Ta: From:		SR 79			_										
East (66)	Warren County	1.56	17000	G	78%	1%	1%	1%	18%	1%	F	0.119	F		16000	G
(60)	Combined Traffic Estimates for 2 Parallel Roadways on the			G	78%	1%	2%	1%	18%	1%	F	0.079	F	0.745	30000	G
	To:		uier County		7070	٦ '^	270	170	10 70	170	•	0.070	•	0.740	00000	J
East	From:	Wari	ren County	Line												
East (66)	Fauquier County	3.96	17000	G	78%	1%	1%	1%	18%	1%	F	0.119	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	33000	G	78%	1%	2%	1%	18%	1%	F	0.079	F	0.745	30000	G
Fact	Tac From:		30-688			}—										
East (66)	Fauguier County	5.21	18000	G	78%	1%	1%	1%	18%	1%	F	0.1	F		17000	G
66)	Combined Traffic Estimates for 2 Parallel Roadways on the			G	78%	1%	2%	1%	18%	1%	F	0.081	F	0.76	32000	G
	Combined Tranic Estimates for 21 arailer (Cadways of the	ilis i toute.			7070	7	2 /0	1 70	10 /0	1 /0	•	0.001	'	0.70	32000	O
East	From:		US 17													
(66) (17) (55)	Fauquier County	3.36	20000	G	88%	1%	2%	0%	9%	0%	F	0.121	F		19000	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	39000	G	88%	1%	2%	0%	8%	0%	F	0.077	F	0.735	38000	G
	To: From:		SR 55			1										
East (17)	Fauguier County	1.34	20000	G	88%	1%	2%	0%	9%	0%	E	0.123	F		20000	G
66 [17]	Combined Traffic Estimates for 2 Parallel Roadways on the			G	88%	1%	2%	0%	8%	0%		0.123	F	0.712	38000	G
	Combined Tranic Estimates for 2 Parallel Roadways off to	ilis Roule.		G	00%	170	270	070	070	076	Г	0.075	Г	0.712	36000	G
East	To- From:		US 17			_										
East (66)	Fauquier County	3.02	17000	Α	88%	1%	2%	0%	9%	0%	С	0.138	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	34000	F	88%	1%	2%	0%	8%	0%	С	0.1	Α	0.692	32000	F
-	To:		SR 245			1—										
East (66)	Fauquier County	5.04	16000	G	88%	<b>-</b> 1%	2%	0%	9%	0%	_	0.135	F		16000	G
(66)	· · · · · · · · · · · · · · · · · · ·										F		F	0.766		
	Combined Traffic Estimates for 2 Parallel Roadways on the		Villiam Cou	G inty Line	88%	_ 1% ¬	2%	0%	8%	0%	г	0.082	г	0.766	32000	G
East	From:		uier County			1										
East (66)	Prince William County	3.61	16000	G	88%	1%	2%	0%	9%	0%	F	NA			16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	his Route:	33000	G	88%	1%	2%	0%	8%	0%	F	NA			32000	G
	Tax		US 15			1										
East (66)	Prom-	0.40			000/	40/	00/	00/	00/	00/	_	0.40	_		00000	0
(66)	Prince William County	0.19	22000	G	88%	1%	2%	0%	9%	0%	F	0.12	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the			G	88%	1%	2%	0%	8%	0%	F	0.12	F		42000	G
	10:	W	CL Haymar	ket												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	1 111	nary and	miorota	100	1100			Tru	alı			K		Dir		
Route	Jurisdiction L	ength A	AADT	QA	4Tire	Bus	2010			OTroil	QC		QK	Factor	AAWDT	QW
Feet	From:	WCI	Haymark	4		1	ZAXIE	3+Axle	TITAL	ZTraii		Factor		Factor		
East 66	Town of Haymarket (Maint: 76)		. наутагк <b>22000</b>	G	88%	<b>」</b> 1%	2%	0%	9%	0%	F	0.12	F		22000	G
66	Combined Traffic Estimates for 2 Parallel Roadways on this			G	88%	1%	2%	0%	8%	0%	, E	0.12	F		42000	G
	Combined Tranic Estimates for 21 arane recodings on this				00 /0	7	2 /0	0 70	070	0 70	'	0.12	'		42000	J
East	From:	ECL	Haymarke	et												
East 66	Prince William County		22000	G	88%	1%	2%	0%	9%	0%	F	0.12	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 4	43000	G	88%	1%	2%	0%	8%	0%	F	0.12	F		42000	G
Foot	To- From:	US 29	9 Gainesvi	lle		]										
East 66	Prince William County	2.17 <b>4</b>	42000	G	88%	_ 1%	2%	0%	9%	0%	F	0.096	F		40000	G
(00)	Combined Traffic Estimates for 2 Parallel Roadways on this			G	88%	1%	2%	0%	8%	0%	F	0.070	F	0.649	76000	G
	To Table 2 Traine Estimates for 2 Trainer Readways on this				0070	٠,٠٠	270	070	070	070	•	0.070	•	0.040	70000	Ü
East	From:		SR 234													
(66) (234)	Prince William County	2.27 <b>4</b>	43000	G	88%	1%	2%	0%	9%	0%	F	0.096	F		42000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 8	82000	G	88%	1%	2%	0%	8%	0%	F	0.072	F	0.661	79000	G
Foot	To- From:	SR 234	; Bus SR	234		]——										
East 66	Prince William County	1.83 5	58000	F	88%	1%	2%	0%	9%	0%	F	0.097	F		58000	F
(00)	Combined Traffic Estimates for 2 Parallel Roadways on this			F	88%	1%	2%	0%	8%	0%	F	0.077	F	0.671	116000	F
	To:		County L		0070	٦	270	0,0	070	070	·	0.011	•	0.07 1	110000	•
East	From:	Prince Will		_												
( <del>66</del> )	Fairfax County		58000	F	88%	1%	2%	0%	9%	0%	F	0.097	F		58000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 1'	17000	F	88%	1%	2%	0%	8%	0%	F	0.077	F	0.671	116000	F
Foot	To: From:	US 29 No	lear Centre	eville		]										
East (66)	Fairfax County	1.25 <b>6</b>	60000	F	92%	1%	3%	1%	4%	0%	F	0.099	F		62000	F
(00)	Combined Traffic Estimates for 2 Parallel Roadways on this			F	90%	1%	2%	1%	6%	0%	F	NA	•		125000	F
	Tollinea Traine Estimates for 21 arailer (Cadways on this				30 /0	7	270	1 70	070	070	•	INA			123000	•
East	From:	SR 2	28 Sully R	d												
East 66	Fairfax County	1.86 <b>7</b>	71000	F	92%	1%	3%	1%	4%	0%	F	0.092	F		74000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 14	42000	F	90%	1%	2%	1%	6%	0%	F	NA			151000	F
East	To- From: 20	9-7100 Fairf	fax County	y Parkw	ay	]——										
East 66	Fairfax County	2.57 6	67000	F	92%	1%	3%	1%	4%	0%	F	0.096	F		69000	F
(00)	Combined Traffic Estimates for 2 Parallel Roadways on this			F	90%	1%	2%	1%	6%	0%	F	NA	•		138000	F
	To-				0070	٦	270	170	070	070	·				100000	•
East	From:		US 50													
East 66	Fairfax County		97000	G	92%	1%	3%	1%	4%	0%	F	0.081	F		98000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 17	74000	G	92%	1%	3%	1%	4%	0%	F	0.069	F	0.511	179000	G
Foot	To: From:	SR 123 C	Chain Brid	ge Rd		]—										
East (66)	Fairfax County	2.13 <b>1</b> 0	00000	G	92%	- 1%	3%	1%	4%	0%	F	0.075	F		101000	G
00	Combined Traffic Estimates for 2 Parallel Roadways on this			G	92%	1%	3%	1%	4%	0%	F	NA	•		195000	G
	To:		43 Nutley		JZ /0	٦	370	1 /0	-7 /U	<b>U</b> /0	•	14/7			100000	J
		51121	r.andy	~-		-										

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

		Filitial V all	ia interote	210 1 100	1100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	2010	3+Axle		OTroil	QC	Factor	QK	Factor	AAWDT	QW
Foot	From	CD	243 Nutley	· C+		1	ZAXIE	3+Axie	IIIali	ZITAII		Factor		Factor		
East 66	Fairfax County	1.44	93000	G G	92%	<b>」</b> 1%	3%	1%	4%	0%	F	0.065	F		94000	G
(00)	Combined Traffic Estimates for 2 Parallel Roadways on th			G	90%	1%	2%	1%	6%	0%	F	0.065	F		184000	G
	To-				0070	٠./٥	270	170	070	0 70	•	0.000	•		10-1000	Ü
East 66	From:		VCL Vienna													
(66)	Town of Vienna (Maint: 29)	0.25	93000	G	92%	1%	3%	1%	4%	0%	F	0.065	F		94000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	175000	G	90%	1%	2%	1%	6%	0%	F	0.065	F		184000	G
Fast	To- From:	E	ECL Vienna	ì		]—										
East 66	Fairfax County	1.24	93000	G	92%	1%	3%	1%	4%	0%	F	0.065	F		94000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	nis Route:	175000	G	90%	1%	2%	1%	6%	0%	F	0.065	F		184000	G
	Toc	I-495	Capital Bel	ltway		1										
East 66	Fairfax County	1.76	38000	G	99%	<b>-</b> 0%	1%	0%	0%	0%	F	0.079	F		41000	G
(66)	•										•		-	0.540		
	Combined Traffic Estimates for 2 Parallel Roadways on th			G	99%	0%	0%	0%	0%	0%	F	0.071	F	0.549	79000	G
East	To: From:	SR 7	7 Leesburg I	Pike		_										
East 66	Fairfax County	0.82	36000	G	99%	0%	1%	0%	0%	0%	F	0.079	F		39000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	74000	G	99%	0%	0%	0%	0%	0%	F	0.07	F	0.504	79000	G
Fast	To. From:	SR 267	Dulles Acc	ess Rd		1—										
East (66)	Fairfax County	0.86	73000	G	99%	0%	1%	0%	0%	0%	F	0.074	F		78000	G
(00)	Combined Traffic Estimates for 2 Parallel Roadways on th			G	99%	0%	0%	0%	0%	0%	F	0.066	F	0.564	138000	G
	To:		gton County		3370	٦	070	0 70	070	0 70		0.000	·	0.504	130000	J
East	From:		fax County l													
East 66	Arlington County	0.24	73000	G	99%	0%	1%	0%	0%	0%	F	0.074	F		78000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	130000	G	99%	0%	0%	0%	0%	0%	F	0.066	F	0.564	138000	G
Fast	To- From	We	estmoreland	St		_										
East 66	Arlington County	0.94	53000	G	99%	0%	1%	0%	0%	0%	F	0.068	F		57000	G
(00)	Combined Traffic Estimates for 2 Parallel Roadways on th			G	99%	0%	0%	0%	0%	0%	F	0.065	F	0.501	112000	G
	То		Sycamore St			<u> </u>										
East 66	From:				0001		401	001	001	001	_	0.000	_		00000	_
(66)	Arlington County	1.74	64000	G	99%	0%	1%	0%	0%	0%	F	0.063	F		68000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	ns Route:	116000	G	99%	0%	0%	0%	0%	0%	F	NA			123000	G
East	To. From:	SR 23	37 Fairfax I	Drive		$\vdash$										
East 66	Arlington County	0.56	42000	G	99%	0%	1%	0%	0%	0%	F	0.074	F		45000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	nis Route:	85000	G	99%	0%	0%	0%	0%	0%	F	NA			90000	G
	Tax	SR	120 Glebe	Rd		<b>—</b>										
East 66	Arlington County	0.97	53000		99%	<b>-</b> 1 0%	1%	0%	0%	0%	С	0.074	Α		57000	Α
66)	Combined Traffic Estimates for 2 Parallel Roadways on the			A		0% 0%	0%				С			0.500		
	Combined Trainic Estimates for 2 Parallel Roadways on the		ee Hwy Ch	A	99%	∪‰ <b>7</b>	U%	0%	0%	0%	C	0.070	Α	0.500	108000	Α
		US 29 L	cc 11Wy Cff	cii yaaie		1										

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

		T TITTICE Y CE	nd Intersta	alc Moc	165			т	-1-			17		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ck		QC	K	QK	Dir	AAWDT	QW
	From	110.001	II (I	1.1		1	2Axie	3+Axle	1 I raii	21 rail		Factor		Factor		
East 66	Arlington County	1.05	ee Hwy Ch 47000	G G	99%	┛ 0%	1%	0%	0%	0%	F	0.066	F		50000	G
66	Combined Traffic Estimates for 2 Parallel Roadways			G	99%	0%	0%	0%	0%	0%	F	0.000	F	0.894	93000	G
	Combined Trainic Estimates for 2 Parallel Roadways				9976	U%	0%	076	070	076	Г	0.111	г	0.094	93000	G
East	To- From:	US	29 Near 20tl	h Rd												
East 66	Arlington County	0.85	40000	G	99%	0%	1%	0%	0%	0%	F	0.067	F		42000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	73000	G	99%	0%	0%	0%	0%	0%	F	0.066	F	0.517	77000	G
End	To- From:	Ly	nn St Rossl	yn		1—										
66 East	Arlington County	0.50	55000	G	99%	0%	1%	0%	0%	0%	F	0.075	F		59000	G
(00)	Combined Traffic Estimates for 2 Parallel Roadways			G	99%	0%	0%	0%	0%	0%	F	0.073	· F	0.546	108000	G
	To:	DC Line, Poton				7 0 /%	0 76	0 76	0 /0	0 /0	'	0.072	'	0.540	100000	G
West	From:		I-81			1										
(66)	Warren County	6.62	12000	G	79%	<b>-</b> 1%	2%	1%	17%	1%	F	0.099	F		11000	G
00	Combined Traffic Estimates for 2 Parallel Roadways			G	78%	1%	2%	1%	18%	1%	F	NA	·		23000	G
	Tal				7070	٦	270	170	10 /0	170	•	100			20000	Ü
West	From:		340; US 5													
( <del>66</del> )	Warren County	6.55	13000	Α	79%	1%	2%	1%	17%	1%	С	0.124	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	26000	Α	78%	1%	2%	1%	18%	1%	С	NA			24000	Α
Most	To: From:		SR 79			}										
West 66	Warren County	1.20	16000	G	79%	1%	2%	1%	17%	1%	F	0.117	F		15000	G
(00)	Combined Traffic Estimates for 2 Parallel Roadways			G	78%	1%	2%	1%	18%	1%	F	0.079	F	0.745	30000	G
	To:		uier County		1070	٦ ' ٪	270	170	10 /0	170	•	0.070	•	0.740	00000	Ü
West	From:		ren County													
(66)	Fauquier County	4.34	16000	G	79%	1%	2%	1%	17%	1%	F	0.117	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	33000	G	78%	1%	2%	1%	18%	1%	F	NA			30000	G
West	To- From:		30-688			]——										
(66)	Fauguier County	4.81	17000	G	79%	1%	2%	1%	17%	1%	F	0.125	F		15000	G
00)	Combined Traffic Estimates for 2 Parallel Roadways			G	78%	1%	2%	1%	18%	1%	F	NA	•		32000	G
	Tal	on this reduc.			7070	٦	270	170	10 /0	170	•	100			02000	Ü
West	From:		US 17													
(66) (17) (55)	Fauquier County	3.42	19000	G	88%	1%	2%	0%	8%	0%	F	0.111	F		18000	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	39000	G	88%	1%	2%	0%	8%	0%	F	NA			38000	G
NA/ I	To: From:	BU	S US 17, SF	R 55		]—										
West	Fauguier County	1.27	19000	G	88%	- 1%	2%	0%	8%	0%	F	0.107	F		19000	G
66 [17]	Combined Traffic Estimates for 2 Parallel Roadways			G	88%	1%	2%	0%	8%	0%	, F	NA	'		38000	G
	Combined Trainic Estimates for 2 Farallel Roadways				0070	1 70	∠ 70	0 70	070	U 70	Г	INA			30000	G
West	Ta- From:		BUS US 17			$\vdash$										
West 66	Fauquier County	3.40	17000	F	88%	1%	2%	0%	8%	0%	С	0.129	В		16000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	34000	F	88%	1%	2%	0%	8%	0%	С	NA			32000	F
	To:		SR 245			1										

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

				ate Rol	1100			<b>-</b>	1 .			1/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
West	From:		SR 245		2221	<b>」</b>	00/	20/	201	201	_		_		10000	_
66	Fauquier County	7.41	16000	G	88%	1%	2%	0%	8%	0%	F	0.124	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	33000	G	88%	1%	2%	0%	8%	0%	F	NA			32000	G
West	To: From:	Uı	ban Bounda	ary		]										
( <del>66</del> )	Prince William County	1.30	16000	G	88%	1%	2%	0%	8%	0%	F	0.124	F		16000	G
00)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	33000	G	88%	1%	2%	0%	8%	0%	F	0.082	F	0.766	32000	G
	To-		CL Haymar	lrat												
West	From:															
66	Town of Haymarket (Maint: 76)	0.04	16000	G	88%	1%	2%	0%	8%	0%	F	0.124	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	33000	G	88%	1%	2%	0%	8%	0%	F	NA			32000	G
West	To: From:		US 15			]										
(66)	Town of Haymarket (Maint: 76)	0.80	21000	G	88%	1%	2%	0%	8%	0%	F	0.115	F		20000	G
00)	Combined Traffic Estimates for 2 Parallel Roadways			G	88%	1%	2%	0%	8%	0%	F	NA	•		42000	G
	To Take Traine Estimates for 21 arailer readways				0070	٠,٠٠	270	070	070	070	•	100			42000	Ü
West	From:	EC	CL Haymarl	ket												
66	Prince William County	2.00	21000	G	88%	1%	2%	0%	8%	0%	F	0.115	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	43000	G	88%	1%	2%	0%	8%	0%	F	0.12	Ν		42000	G
N/ +	To: From:	US	29 Gainesv	ille		<b>—</b>										
West 66	Prince William County	0.89	38000	G	88%	1%	2%	0%	8%	0%	F	0.092	F		36000	G
66	Combined Traffic Estimates for 2 Parallel Roadways			G	88%	1%	2%	0%	8%	0%		NA	'		76000	G
	Combined Trainic Estimates for 2 Faraller Roadways	on this Route.			00 /0	1 /0	2 /0	0 /0	0 /0	0 /6	'	INA			70000	G
Vest	To: From:		SR 234													
66 234	Prince William County	3.19	39000	G	88%	1%	2%	0%	8%	0%	F	0.095	F		37000	G
$\cup$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	82000	G	88%	1%	2%	0%	8%	0%	F	NA			79000	G
	To:	SR 2	34; Bus SR	234		1										
West	Drives William County				000/	40/	20/	00/	00/	00/	_	0.000	_		E0000	_
66	Prince William County	1.64	58000	F	88%	1%	2%	0%	8%	0%	-	0.090	F	0.074	58000	F
	Combined Traffic Estimates for 2 Parallel Roadways		11/000 fax County	F	88%	1% 7	2%	0%	8%	0%	F	0.077	F	0.671	116000	F
West	From:		Villiam Cou													
(66)	Fairfax County	3.13	58000	F	88%	1%	2%	0%	8%	0%	F	0.090	F		58000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	117000	F	88%	1%	2%	0%	8%	0%	F	NA			116000	F
	To:	IIS 20	Near Cent	reville		1										
West	From:				2021			-	•••	•	_		_			_
66	Fairfax County	0.83	58000	F	88%	1%	2%	0%	8%	0%	F	0.099	F		63000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	118000	F	90%	1%	2%	1%	6%	0%	F	NA			125000	F
West	To: From:	Sl	R 28 Sully I	Rd		_										
66	Fairfax County	3.03	71000	F	88%	1%	2%	0%	8%	0%	F	0.093	F		77000	F
00	Combined Traffic Estimates for 2 Parallel Roadways			F	90%	1%	2%	1%	6%	0%	F	NA	•		151000	•
	_ F		airfax Coun			7 . /0	2/0	1 /0	0 / 0	0 /0	•	1 4/ 1			101000	•

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

	<u></u>	and inters					Tru	ck			K		Dir		
Route	Jurisdiction Len	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From: 29-71	00 Fairfax Cour	nty Parkw	ay	Ī	2, 540	0 17 040	TTTGII	211011		- Gotoi		1 40101		
( <del>66</del> )	Fairfax County 2.2	0 <b>63000</b>	F	88%	1%	2%	0%	8%	0%	F	0.092	F		69000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: 130000	F	90%	1%	2%	1%	6%	0%	F	NA			138000	F
	Ta:	US 50			1—										
West	Fairfax County 2.0	1 77000	G	92%	_ 1%	3%	1%	4%	0%	F	0.078	F		81000	G
66	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			92%	1%	3%	1%	4%	0%	F	NA	'		179000	G
	·			JZ /0	¬ ' ′′	370	1 70	770	070	'	INA			17 3000	J
West	1 tout.	123 Chain Br													
(66)	Fairfax County 1.4		G	92%	1%	3%	1%	4%	0%	F	0.073	F		94000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: 190000	G	92%	1%	3%	1%	4%	0%	F	NA			195000	G
West	To- From:	SR 243 Nutle	y St		]										
(66)	Fairfax County 1.3	4 82000	F	88%	1%	2%	0%	8%	0%	F	NA			90000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: 175000	G	90%	1%	2%	1%	6%	0%	F	NA			184000	G
	Tic	WCL Vien	na		1—										
West	Town of Vienna (Maint: 29) 0.4		F	88%	<b>-</b> 1%	2%	0%	8%	0%	F	NA			90000	F
66	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		=	90%	1%	2%	1%	6%	0%	, F	0.065	F		184000	G
	Combined Trainic Estimates for 2 Farallel Roadways off this Ro			90 /6	7 70	2 /0	1 /0	0 /0	0 /6	1	0.005	'		104000	G
West	From:	ECL Vienr	na												
( <del>66</del> )	Fairfax County 1.8		F	88%	1%	2%	0%	8%	0%	F	NA			90000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: 175000	G	90%	1%	2%	1%	6%	0%	F	0.065	Ν		184000	G
West	To- From:	495 Capital B	eltway		]—										
66	Fairfax County 1.3	5 <b>36000</b>	G	99%	0%	0%	0%	0%	0%	F	0.079	F		38000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: <b>75000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			79000	G
	To	SR 7 Leesburg	Pike		<b>T</b>										
West 66	Fairfax County 0.4	•	G	99%	<b>→</b> 0%	0%	0%	0%	0%	_	0.076	F		40000	G
66	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		G	99%	0%	0%	0%	0%	0%	F	NA	Г		79000	G
	·			9970	7	0 70	0 70	0 70	0 70	'	INA			7 3000	U
West	From:	267 Dulles Ac	cess Rd												
(66)	Fairfax County 0.9		G	99%	0%	0%	0%	0%	0%	F	0.079	F		60000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			99%	0%	0%	0%	0%	0%	F	NA			138000	G
West	From:	rlington Count Fairfax County	_												
66	Arlington County 0.3		G	99%	0%	0%	0%	0%	0%	F	0.079	F		60000	G
00)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: 130000		99%	0%	0%	0%	0%	0%	F	0.066	F	0.564	138000	G
		shington Blvd;			·										
West	Prom.				<b>-</b>	00/	00/	00/	00/	_	0.000	_		FF000	_
66	Arlington County 0.8		G	99%	0%	0%	0%	0%	0%	+	0.069	F		55000	G
=	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			99%	0%	0%	0%	0%	0%	۲	NA			112000	G
	10.	Sycamore S	ot .												

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

No.   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1			Primary ar	iu iiileisia	ile i tot	1100			Tru	ıck			K		Dir		
No.   Section	Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	QW
Arlington County	West	From:		Sycamore St			I	27 040	0 17 040	TTTGII	211011		1 doto:		1 40101		
Vest   SR 237 Fauths   SR 23	66	Arlington County	1.70	52000	G	99%	0%	0%	0%	0%	0%	F	0.072	F		55000	G
Vest   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 88000		Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	116000	G	99%	0%	0%	0%	0%	0%	F	NA			123000	G
Arilington County	West	To: From:	SR 2	37 Fairfax D	rive		]										
Viest   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   S8000   G   99%   0%   0%   0%   0%   0%   0%   0	west 66	Arlington County	0.61	43000	G	99%	0%	0%	0%	0%	0%	F	0.069	F		45000	G
Nest   SR 120 Glebe Rd   SR 120 Glebe Rd	00)			85000			0%	0%				F	NA			90000	G
Mest   September		Tax	SR	. 120 Glebe I	Rd		1										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000	West	Arlinaton County				90%	<b>-</b> 0%	0%	0%	0%	0%	C	0.075	Δ		52000	Α
Vest   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Route   R	(66)	,					- , -					_		^		108000	A
Mest   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   88000   G   99%   0%   0%   0%   0%   0%   0%   0		To:				3370	7	070	070	070	0 70	0	INA			100000	^
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 88000		From:			_	/											
Vest   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   7300   G   99%   0%   0%   0%   0%   0%   0%   0	66	•										F		F		42000	G
Arlington County		Combined Traffic Estimates for 2 Parallel Roadways				99%	0%	0%	0%	0%	0%	F	NA			93000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   T3000   G   99%   0%   0%   0%   0%   0%   0%   0	West	To: From:	US 2	29 Near 20th	Rd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   T3000   G   99%   0%   0%   0%   0%   0%   0%   0	66	g ,			G	99%	0%	0%	0%	0%	0%	F	0.074	F		35000	G
Arlington County  0.49 47000 G 99% 0% 0% 0% 0% 0% 0% F 0.07 F 490  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 102000 G 99% 0% 0% 0% 0% 0% 0% F NA 1080  Trace SR 80  67 Russell County 2.85 4300 G 93% 0% 1% 3% 3% 0% F 0.083 F 0.541 430  Russell County 2.85 4200 G 93% 0% 1% 3% 3% 0% F 0.078 F 0.513 430  Russell County 4.04 4000 G 93% 0% 1% 3% 3% 0% C 0.073 F 0.615 400  Russell County Maint: 92) 1.61 5800 G 93% 0% 1% 3% 3% 0% F 0.076 F 0.522 590  67 Russell County (Maint: 92) 1.61 5800 G 93% 0% 1% 3% 3% 0% F 0.078 F 0.526 130  Tazewell County Unive C 0.56 12000 G 96% 0% 1% 1% 2% 0% F 0.078 F 0.526 130		Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	73000	G	99%	0%	0%	0%	0%	0%	F	NA			77000	G
Combined Framic Estimates for 2 Parallel Roadways on this Route: 10200    G   99%   0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	West	From:	Ly	nn St Rossly	/n		]——										
Combined Framic Estimates for 2 Parallel Roadways on this Rotate: 10200    G   99%   0%   0%   0%   0%   0%   0%   0	66	Arlington County	0.49	47000	G	99%	0%	0%	0%	0%	0%	F	0.07	F		49000	G
Russell County   SR 80   SR		Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	102000	G	99%	0%	0%	0%	0%	0%	F	NA			108000	G
Russell County   3.55   4300   G   93%   0%   1%   3%   3%   0%   F   0.083   F   0.541   430		To:	DC Line, Poton	nac River; Ro	oosevelt	Bridge											
Russell County		<u> </u>															_
Russell County	67	Russell County	3.55	4300	G	93%	0%	1%	3%	3%	0%	F	0.083	F	0.541	4300	G
Russell County   Russell County   Russell County   Russell County Line   Russell Count		To: From:				/	]										
Russell County   Russell County   Russell County   Russell County Line   Russell Count	67	Russell County	2.85	4200	G	93%	0%	1%	3%	3%	0%	F	0.078	F	0.513	4300	G
To Tazewell County Line   Russell County Line   Russell County Line		To. From:				222/	<u> </u>	40/	201		201			_	2 2 4 -		
Russell County (Maint: 92)   1.61   5800   G   93%   0%   1%   3%   3%   0%   F   0.076   F   0.522   590	67	Russell County				93%	0% <b>7</b>	1%	3%	3%	0%	C	0.073	F	0.615	4000	G
Tazewell County  Tazewell County  US 460 Raven  0.56 12000 G 96% 0% 1% 1% 2% 0% F 0.078 F 0.526 130		From:															
US 460 Raven   US 4	(67)	Russell County (Maint: 92)	1.61	5800	G	93%	0%	1%	3%	3%	0%	F	0.076	F	0.522	5900	G
To CL Richlands		To: From:	U	S 460 Raver	1		<b>─</b>										
CL Richlands	67 (460)	Tazewell County	0.56	12000	G	96%	0%	1%	1%	2%	0%	F	0.078	F	0.526	13000	G
67 (460) Town of Richlands (Maint: 92) 0.82 <b>12000 N</b> 96% 0% 1% 1% 2% 0% N 0.078 N 0.526 130		To: From:	(	CL Richlands	3												
	67 (460)	Town of Richlands (Maint: 92)	0.82	12000	N	96%	0%	1%	1%	2%	0%	Ν	0.078	Ν	0.526	13000	Ν
To US 460; BUS US 460		To: From:	US 4	60; BUS US	460		}										
Bus Comment of the Co		Town of Richlands				99%	- 0%	1%	0%	0%	0%	C	0 081	F	0.501	13000	G
1 Own of Richlands 0.27 <b>13000 G</b> 99% 0% 1% 0% 0% 0 000 0 000 1 1300 1300 13	(400) 1 10111 31	To:				30 /0	7	1 /0	0 / 0	0 / 0	0 /0	J	3.001	•	5.001	10000	J

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

		Primary and	a microtate	, i tou	165			T	al.			1/		D:-		
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus			ck		QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus	From:		JS 460 P, 2nd		000/	]	407	201	00/	00/	_		_			_
67 (460) Front St	Town of Richlands	0.58		G	99%	0%	1%	0%	0%	0%	F	0.088	F		7000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	13000	G	97%	0%	1%	1%	1%	0%	F	NA			14000	G
Bus Bus	Ta: From:	SR 67	P Railroad A	ve		}										
67 (460) (460) Front St	Town of Richlands	0.04	6900	G	93%	1%	6%	0%	0%	0%	F	0.088	F		7100	G
(67) (460) (460) 1 Tolk St	Combined Traffic Estimates for 2 Parallel Roadway			N	93%	1%	4%	1%	2%	0%	N	NA	•		11000	N
	Combined Trame Estimates for 21 araller Noadway				90 /0	1 /0	7/0	1 /0	2/0	0 70	IN	INA			11000	IN
No of all of	From:		US 460 Front		000/		40/	40/	40/	00/	F	0.000	_	0.704	4000	
67 Norfolk St	Town of Richlands	0.04		G	93%	0%	1%	1%	4%	0%	-	0.096	F	0.731	1200	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:		G	93%	1%	1%	2%	3%	0%	F	NA			2200	G
Bus	10: From:	,	2nd St Norfolk St													
67) (460) 2nd Street	Town of Richlands	0.05		N	93%	J 0%	1%	1%	4%	0%	N	0.096	Ν	0.739	4100	N
67 (480) 211d Street	Combined Traffic Estimates for 2 Parallel Roadway			N	93%	1%	4%	1%	2%	0%	N	NA	.,	0.700	11000	N
	To:	SR 67 Par, Bus				7	4 /0	1 /0	<b>2</b> /0	0 /0	IN	INA			11000	IN
	From:	,	us US 460 Pa													
(67) Railroad St	Town of Richlands	0.41	4000	G	93%	0%	1%	1%	4%	0%	F	0.096	F	0.739	4100	G
	To-		US 460													
(67) Railroad St	From:  Town of Richlands	0.63		G	93%	1%	2%	2%	2%	0%	С	0.086	F	0.553	2800	G
67) Tamoda St	1 OWIT OF FRIGHTIGS				0070	7 70	270	270	270	070	Ü	0.000	•	0.000	2000	Ü
	Ta: From:		CL Richlands	_	2221		40/	40/	407	201	_		_			
(67)	Tazewell County	6.91		G	93%	0%	1%	1%	4%	0%	С	0.085	F	0.581	2000	G
	10:	92-61	6 Whites Stor	re												
	From:		JS 460 Front S													
(67) Railroad St	Town of Richlands	0.05	950	G	93%	1%	2%	2%	2%	0%	F	0.119	F		960	G
	Combined Traffic Estimates for 2 Parallel Roadway			G	93%	1%	1%	2%	3%	0%	F	NA			2200	G
	To:	SR	67 Second St													
	From:	Lee Cou	unty Line; 52-	-606												
(68)	Wise County	6.13	1900	F	92%	1%	1%	1%	5%	0%	С	0.09	F	0.539	1900	F
	To:	Bus US 2	23 S of Appala	achia												
	From:	98-636 S	outh of Austir	nville												
69	Wythe County	1.78	1000	F	89%	1%	3%	2%	5%	0%	F	0.093	F	0.553	1100	F
	To-	Carro	oll County Lin	ne		1										
	From: Wythe County	0.25		N	89%	」 1%	3%	2%	5%	0%	N	0.093	Ν	0.553	1100	N
(69)	- I				30 /0	- /··	0,0	_ / 0	0,0	0,0	••	3.000		0.000		
	From:		oll County Lin		000′	10′	00/	001	F0/	001		0.004	_	0.540	4 400	
69)	Wythe County	1.26	1400	F	89%	1%	3%	2%	5%	0%	С	0.081	F	0.548	1400	F
	To- From:	I-77 We	st of Poplar C	Camp		}—										
69	Wythe County	0.30	2000	F	89%	1%	2%	2%	5%	1%	С	0.129	F	0.614	2100	F
	To	US 5	2 Poplar Cam	np												
	From:	Tenne	essee State Lir	ne												
(70)	Lee County	3.35		G	93%	1%	3%	2%	1%	0%	F	0.094	F	0.6	240	G
	To:		52-604			<u> </u>										

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
70	From: Lee County	3.69	52-604 <b>350</b>	G	93%	】 1%	3%	2%	1%	0%	С	0.104	F	0.5	360	G
70	Lee County		12 Glasses		33 /0	170	370	2 70	1 70	0 70	U	0.104	'	0.5	300	
70	From: Lee County	4.80	840	G	93%	1%	3%	2%	1%	0%	F	0.093	F	0.624	850	G
	Too	S	CL Jonesvil	lle		1—										
70	Town of Jonesville (Maint: 52)	0.04	840	N	93%	1%	3%	2%	1%	0%	Ν	0.093	Ν	0.624	850	Ν
	To:		US 58			<u> </u>										
74	Town of Gate City (Maint: 84)	0.55	US 23 Bus 4900	F	95%	<b>0</b> %	1%	1%	2%	0%	F	0.095	F	0.538	5400	F
(1)	Town of Gate Oily (Maint: 01)	0.00	84-904	-	0070	7	170	170	270	070	•	0.000		0.000	0.100	•
71)	Town of Gate City (Maint: 84)	0.85	8200	F	95%	0%	1%	1%	2%	0%	F	0.086	F	0.663	9000	F
	To	E	CL Gate Ci	ity		1—										
71 71 71	Scott County	1.86	4100	F	95%	0%	1%	1%	2%	0%	С	0.088	F	0.707	4500	F
	To: From:		84- 792 84-792													
71	Scott County	3.02	4300	F	94%	0%	2%	1%	3%	0%	F	0.081	F	0.631	4400	F
	To: From:	84-	-671 Snowfl	lake		]										
71)	Scott County	6.43	2900	F	94%	0%	2%	1%	3%	0%	С	0.087	F	0.633	3000	F
71 71 71 71 71	To: From:		CL Nickelsv			<u> </u>										
71	Town of Nickelsville (Maint: 84)	0.54	2900	N	94%	0%	2%	1%	3%	0%	N	0.087	N	0.633	3000	N
	Town of Nickelsville (Maint: 84)	0.31	84-682 W <b>3700</b>	F	94%	0%	2%	1%	3%	0%	F	0.081	F	0.569	3800	F
(71)	TOWITOI NICKEISVIIIE (Maint. 64)				94%	U% <b>7</b>	<b>2</b> %	170	3%	0%	Г	0.061	Г	0.509	3600	Г
71	Scott County	3.86	CL Nickelsv 3700	nlle N	94%	0%	2%	1%	3%	0%	N	0.081	N	0.569	3800	N
	To:		sell County		0170	1	270	170	070	070		0.001	.,	0.000	0000	
	Russell County	5.60	ott County I 1700		93%	] 0%	2%	1%	4%	0%	F	0.000	F	0.502	1700	_
71	Russell County	5.00		G	93%	U% <b>7</b>	<b>2</b> 70	170	470	070	F	0.092	Г	0.592	1700	G
71	Russell County	2.59	83-602 <b>1800</b>	G	93%	0%	2%	1%	4%	0%	С	0.084	F	0.575	1800	G
	та.		8 ALT Pars			···										
ALT (50)	Russell County	1.46	9800	G	93%	<b>-</b> 0%	1%	1%	3%	0%	F	0.078	F	0.527	10000	G
71 58	To To		T DICKENS			7	1 70	170	370	0 70	·	0.070	'	0.527	10000	J
71	From: Russell County	7.35	3500	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.562	3500	G
	Tav		VCL Lebano			1										
71)	Town of Lebanon	1.27	6700	G	96%	0%	1%	1%	2%	0%	С	0.096	F	0.524	6900	G
71 71	To- From:	.23 Mile	s West of U	IS 19 Bu	S											
71)	Town of Lebanon	0.13	7300	G	96%	0%	1%	1%	2%	0%	F	0.099	F	0.511	7400	G
<u> </u>	To:	US 19	9 Bus Main	Street												

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deste	lands altertan	1	AADT		4.75	D		Tru	ıck		00	K	01/	Dir	A A)A/DT	0147
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
72	Scott County	1.23	SR 71 <b>3100</b>	F	96%	0%	1%	1%	1%	0%	С	0.086	F	0.632	3200	F
	To- From:		84-660			}—										
72	Scott County	9.55	2300	F	98%	0%	1%	1%	1%	0%	С	0.086	F	0.628	2300	F
72 65	Scott County	7.79	5 FT Black 1300	more <b>F</b>	97%	0%	1%	0%	2%	0%	С	0.103	F	0.575	1300	F
	To- From:	SC	CL Dungann	non		<b>—</b>										
72 65	Town of Dungannon (Maint: 84)	0.32	1300	N	97%	0%	1%	0%	2%	0%	N	0.103	N	0.575	1300	N
	Town of Dungannon (Maint: 84)	0.28	84-1009 <b>2100</b>	F	97%	0%	1%	0%	2%	0%	F	0.093	F	0.521	2100	
72 65	rown or bungamon (Maint. 64)				91 /0	7 0 70	1 /0	0 /6	2/0	0 /0	'	0.093	'	0.521	2100	'
	Town of Dungannon (Maint: 84)		DUNGAN	NON <b>F</b>	97%	0%	10/	1%	1%	0%		0.007	F	0.525	1100	F
72	Town of Dungamon (Maint. 84)	0.29	1100		97%	U% -	1%	170	170	0%	С	0.097	Г	0.525	1100	Г
	Coott County	5.16	CL Dungann 1100	non N	97%	0%	1%	1%	1%	0%	N	0.097	N	0.525	1100	N
72 72	Scott County	5.16		IN	97%	U% -	170	170	170	U%	IN	0.097	IN	0.525	1100	IN
	Scott County	0.32	84-755 <b>860</b>	F	97%	0%	1%	1%	1%	0%	F	0.1	F	0.538	890	F
(72)	To:		se County L		91 /0	7	1 /0	1 /0	1 /0	0 /0	'	0.1	'	0.556	090	'
	From		ott County L													
72	Wise County	5.30	2400	F	97%	0%	1%	1%	1%	0%	F	0.083	F	0.587	2500	F
	To: From:	S	CL Coebur	n		}—										
72	Town of Coeburn (Maint: 97)	0.35	2400	N	97%	0%	1%	1%	1%	0%	N	0.083	N	0.587	2500	N
	To: From:		US 58 Alt			<del> </del>					_		_			
72	Town of Coeburn (Maint: 97)	0.19	4900	F	71%	1%	1%	1%	26%	0%	F	0.086	F	0.669	5100	F
	To- From:		SR 158			_										
72 158	Town of Coeburn (Maint: 97)	0.65	6300	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.565	6400	F
	Town of Coeburn (Maint: 97)	SR 15 1.36	58 SR 158 E 5300	BUS P F	71%	1%	1%	1%	26%	0%	F	0.078	F	0.527	5400	F
(12)	Town of Coepum (Maint. 97)				1 1 /0	7	1 /0	1 /0	20 /0	0 /0	'	0.076	'	0.521	3400	'
72 72	Wise County	2.03	ICL Coebur <b>5300</b>	m N	71%	1%	1%	1%	26%	0%	N	0.078	N	0.527	5400	N
(12)	wise dounty	2.00		- ''	7 1 70	7	170	1 70	20 /0	070	11	0.070	14	0.527	3400	11
	Wise County	6.69	97-649 <b>1300</b>	F	71%	1%	1%	1%	26%	0%	С	0.072	F	0.594	1300	F
72	To:		se County L		7 1 70	٦ ' ' '	1 /0	1 /0	20 /0	0 /0	C	0.072	'	0.554	1500	'
	From:		nson Count													
72	Dickenson County	2.55	1700	F	93%	1%	1%	1%	4%	0%	F	0.080	F	0.55	1700	F
70	Dickenson County	5.13	25-665 <b>1100</b>	F	93%	1%	1%	1%	4%	0%	С	0.084	F	0.542	1200	F
72	To:		33 Georges		90 /0	7	1 /0	1 /0	→ /0	U /0	O	0.004	'	0.542	1200	'
	From:		Brook Rd, 4			1										
73 Parham Rd	Henrico County	0.78	33000	G	95%	<b>-</b> 0%	2%	2%	1%	0%	С	0.092	F	0.566	35000	G
7.3)	To:		-95, 43-751			٦ ٠٠٠	-,-	-,-	.,.	• , ,	•	5.55 <b>2</b>	•	2.000		•
	•					•										

7/15/2004

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
74 Coeburn Ave	City of Norton	0.45	Park Ave <b>2100</b>	F	97%	0%	1%	0%	1%	0%	С	0.087	F	0.531	2200	F
74 Coeburn Ave	To:		entucky Ave		91 /0	]	1 /0	0 /0	1 /0	0 /0	C	0.007	'	0.551	2200	'
	From:		oeburn Ave													
(74) Kentucky Ave	City of Norton	1.32	1600	F	97%	0%	1%	0%	1%	0%	F	0.092	F	0.534	1600	F
	To: From:		12Th St	_	070/		40/	00/	40/	00/		0.000	_	0.500	1000	_
(74) Kentucky Ave	City of Norton	0.39	1900	F	97%	0%	1%	0%	1%	0%	С	0.093	F	0.503	1900	F
	Wise County	0.26	CL Norton <b>1900</b>	F	97%	0%	1%	0%	1%	0%	С	0.086	F	0.545	2000	F
(74)	Wise County		IS 58 ALT		91 /0	1	1 /0	0 /0	1 /0	0 /0	C	0.000	'	0.545	2000	'
	From:		ssee State I	Line		1										
75	Washington County	4.29	2300	G	95%	0%	2%	1%	2%	0%	F	0.102	F	0.506	2300	G
	To: From:	95-670	Green Spr	rings		<b> </b>										
75	Washington County	4.46	4500	G	95%	0%	2%	1%	2%	0%	С	0.087	F	0.622	4600	G
	To: From:	SC	L Abingdor	n		<del>                                     </del>										
75	Town of Abingdon	0.98	6300	G	96%	0%	2%	1%	1%	0%	С	0.091	F	0.62	6700	G
ALT	To- From:		I-81			}										
75) (58)	Town of Abingdon	0.78	18000	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.514	19000	G
	То:		US 11													
Doubits Blance	From:		Old Hundre		070/	00/	40/	00/	40/	00/	_	0.400	-	0.700	00000	_
76 Powhite Pkwy	Chesterfield County		19000	F	97%	0%	1%	0%	1%	0%	F	0.108	F	0.763	20000	F
76 Powhite Pkwy	Chesterfield County		SR 288 <b>30000</b>	F	97%	0%	1%	0%	1%	0%	F	0.102	F	0.725	34000	F
76 Powhite Pkwy	Chesterned County				91 /0	0 /0 1	1 /0	0 /0	1 /0	0 /0	'	0.102	'	0.723	34000	'
76) Powhite Pkwy	Chesterfield County		Courthous 34000	e Ra F	97%	0%	1%	0%	1%	0%	F	0.105	F	0.823	38000	F
(78) - 61111116 - 11117	To		Midlothian 7				.,,	0,0	.,,	0,70	•	000	•	0.020		
76 Powhite Pkwy	Chesterfield County		50000	В	97%	0%	1%	0%	1%	0%	С	0.121	Α	0.671	56000	В
,,,	Tay	20-6	86 Jahnke I	Rd		1										
76 Powhite Pkwy	Chesterfield County		51000	F	97%	0%	1%	0%	1%	0%	F	0.103	F	0.648	58000	F
		SR 150 Chippenh														
76 Powhite Pkwy	City of Richmond (Maint: 20)	2 150 Chippenham 1.23	n Pkwy, Ch <b>74000</b>	esterfiel <b>F</b>	d County 97%	0%	1%	0%	1%	0%	F	0.102	F	0.7	84000	F
70) - 5	Ta:				J. 70		. , 0	- 70	. , 0	- 70	•	J. 10L		<b>V.</b> ,	000	•
76 Powhite Pkwy	City of Richmond (Maint: 20)		st Hill Aver 74000	N N	97%	0%	1%	0%	1%	0%	N	0.102	N	0.7	84000	N
10)	то-		te Pkwy Br		/ •	<u> </u>	. , •	- , •	.,,	- / 0	.,		. •		000	
76 Powhite Pkwy	City of Richmond (Maint: 43)		74000	F	97%	0%	1%	0%	1%	0%	F	0.102	F	0.7	84000	F
	Tax.		SR 146			1										
76 Powhite Pkwy	City of Richmond (Maint: 43)		66000	G	97%	0%	1%	0%	1%	0%	F	0.112	F	0.708	74000	G
	To:		I-195			1										

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

	11111	iai y ana m	ileisiale Ru	4100			Tru	ok			K		Dir		
Route	Jurisdiction Le	ength AA	ADT QA	4Tire	Bus	O A vilo			2Trail	QC		QK		AAWDT	QW
North	From	Namel Carali	ina State Line		1	ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
North $\overline{77}$			000 G	71%	<b>」</b> 1%	2%	1%	24%	2%	F	0.068	F		13000	G
(n)	Combined Traffic Estimates for 2 Parallel Roadways on this F			71%	1%	2%	1%	24%	2%	F	0.067	F	0.506	27000	G
	Combined Trainic Estimates for 2 Faraller Roadways on this F			7 1 70	7 70	2/0	1 /0	<b>24</b> /0	2 /0	'	0.007	'	0.500	27000	G
North	From:	17-6	520 S												
(77)	Carroll County	7.63 <b>15</b> 0	000 G	71%	1%	2%	1%	24%	2%	F	0.067	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>310</b>	000 G	71%	1%	2%	1%	24%	2%	F	0.061	F	0.558	27000	G
	To	SR	148		<b>—</b>										
North 77	Carroll County	6.28 <b>17</b> 0	000 G	71%	<b>-</b> 1%	2%	1%	24%	2%	_	0.065	_		15000	G
77)	•				1%	2% 2%				F		F	0.504		
	Combined Traffic Estimates for 2 Parallel Roadways on this F			71%	1%	2%	1%	24%	2%	F	0.066	F	0.504	30000	G
North	To- From:	US	S 58		_										
( <del>77</del> )	Carroll County 4	4.18 <b>18</b> 0	000 B	71%	1%	2%	1%	24%	2%	С	0.138	Α		16000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>360</b>	000 B	71%	1%	2%	1%	24%	2%	С	0	Α	0.621	32000	В
	To	17.6	520 N		1										
North	From:			- 40/	<b>_</b>	201	40/	0.10/	00/	_		_		4=000	_
77			000 G	71%	1%	2%	1%	24%	2%	F	0.07	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>35</b> 0	000 G	71%	1%	2%	1%	24%	2%	F	NA			31000	G
North	To- From:	SR	R 69		}—										
(77)	Carroll County (	0.23 <b>23</b> 0	000 F	71%	1%	2%	1%	24%	2%	F	0.067	F		20000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this F			71%	1%	2%	1%	24%	2%	F	NA			37000	F
	To:		ounty Line	1170	٦ ```	2,0	170	2170	270	•				0,000	•
North	From:		ounty Line												
$(\overline{77})$	<b>,</b>		000 F	71%	1%	2%	1%	24%	2%	F	0.067	F		20000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this F			71%	1%	2%	1%	24%	2%	F	NA			37000	F
North	To:	I-81 Fort I-7'	t Chiswell												
North  Ramp From I-77 N Exit 32 t	o I-81 S at Exit 8 Wythe County		000 N	71%	<b>」</b> 1%	2%	1%	24%	2%	N	0.067	N		20000	N
Ramp From I-77 N Exit 32 t	Combined Traffic Estimates for 2 Parallel Roadways on this F			71%	1%	2%	1%	24%	2%		NA	IN		37000	N
	Combined Trainic Estimates for 2 Faraller Roadways of this F		31 S	1 1 70	<b>7</b> 170	270	1 70	<b>24</b> 70	270	N	INA			37000	IN
North South	From:		t Chiswell												
(77) $(81)$ $(11)$	Wythe County (	0.93 <b>25</b> 0	000 F	71%	1%	2%	0%	24%	2%	F	0.072	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>510</b>	000 F	72%	1%	1%	0%	24%	2%	F	NA			47000	F
	Ta	US 52;	SR 121		Ъ—										
North South	From: L			740/	40/	00/	00/	040/	00/	_	0.000	_		00000	_
77 81 (11) (52)	, , ,		000 F	71%	1%	2%	0%	24%	2%	F	0.069	F		23000	-
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: <b>50</b> 0	000 F	72%	1%	1%	0%	24%	2%	F	NA			47000	F
North South	To- From:	F-	-43		}—										
(77) $(81)$ $(11)$ $(52)$	Wythe County 2	2.37 <b>25</b> 0	000 B	71%	1%	2%	0%	24%	2%	С	0.119	Α		23000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this F			72%	1%	1%	0%	24%	2%	С	0	Α	0.501	50000	F
	To:		ytheville	12/0	٦ . ٪	.,,	0,0	,,	_,0	J	Ŭ		3.001	00000	•
			J. C		-										

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

-		FIIIIai y ai	ia iritorott	10 1 100	1100			Tru	ıok			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010			2Trail	QC	K	QK		AAWDT	QW
North Coult	From:	N	CL Wythevi	11-		1	ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
North South $(77)$ $(81)$ $(11)$ $(52)$	Town of Wytheville (Maint: 98)	0.93	25000	В	71%	」 1%	2%	0%	24%	2%	С	0.119	Α		23000	В
77 81 (11) (52)	Combined Traffic Estimates for 2 Parallel Roadways			F	72%	1%	1%	0%	24%	2%	С	NA	^		50000	F
	Combined Trainic Estimates for 2 Farallel Roadways	on this Route.			12/0	1 /0	1 /0	0 /0	<b>24</b> /0	2 /0	C	INA			30000	'
North South	From:		US 11													
(77) (81) (52)	Town of Wytheville (Maint: 98)	1.29	25000	F	71%	1%	2%	0%	24%	2%	F	0.076	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	72%	1%	1%	0%	24%	2%	F	NA			45000	F
	To:	I-8	81 Wythevil	le												
North	Town of Wytheville (Maint: 98)	0.59	I-81 S <b>16000</b>	F	78%	」 1%	1%	0%	19%	1%	_	0.078	F		14000	_
77	,										г -		Г			F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	29000	F	78%	1%	1%	0%	19%	1%	F	NA			25000	F
North	Ta: From:	Pej	ppers Ferry	Rd												
(77)	Town of Wytheville (Maint: 98)	0.23	14000	F	78%	1%	1%	0%	19%	1%	F	0.079	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	27000	F	78%	1%	1%	0%	19%	1%	F	NA			24000	F
	Tay		CL Wythevi	ماا		1										
North	From:				=00/	<b>_</b>	40/	00/	400/	407	_		_		40000	_
77	Wythe County	4.57	14000	F	78%	1%	1%	0%	19%	1%	F	0.079	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	78%	1%	1%	0%	19%	1%	F	NA			24000	F
North	From:		nd County L the County I													
(77)	Bland County	0.69	14000	F	78%	<b>1</b> %	1%	0%	19%	1%	F	0.079	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	27000	F	78%	1%	1%	0%	19%	1%	F	NA			24000	F
	Tax		10-717					- , .								
North	From:															
(77)	Bland County	5.45	13000	F	78%	1%	1%	0%	19%	1%	F	0.079	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	27000	F	78%	1%	1%	0%	19%	1%	F	NA			23000	F
North	To: From:	J	JS 52, SR 42	2		_										
(77)	Bland County	6.11	15000	F	78%	1%	1%	0%	19%	1%	F	0.071	F		13000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	78%	1%	1%	0%	19%	1%	F	NA	•		24000	F
	Tame Estimates for 21 drailer readways	or tris reduc.		•	7070	7	170	070	10 /0	170	'	INA			24000	'
North	From:		10-666													
(77)	Bland County	3.94	13000	F	78%	1%	1%	0%	19%	1%	F	0.073	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	26000	F	78%	1%	1%	0%	19%	1%	F	NA			22000	F
N	To: From:		10-606			1										
North	Bland County	1.97	15000	F	78%	<b>-</b> 1%	1%	0%	19%	1%	E	0.071	F		13000	F
77	Combined Traffic Estimates for 2 Parallel Roadways			F	78%	1%		0%	19%		F		ı			F
	Combined Trainic Estimates for 2 Parallel Roadways (				10%	1%	1%	U%	19%	1%	г	NA			25000	г
North	To: From:	J	JS 52, SR 6	1												
North $\overline{77}$	Bland County	2.33	14000	В	78%	1%	1%	0%	19%	1%	С	0.149	Α		12000	В
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	27000	В	78%	1%	1%	0%	19%	1%	С	0.143	Α	0.583	24000	В
	To:		US 52			<u></u>										

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

		FIIIIdi y di	ia interse	ato i tot	100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	20vlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:		US 52			1	ZAXIC	JTAXIC	TTTAII	ZIIali		i actor		i actor		
(77) (52)	Bland County	0.70	14000	F	78%	<b>1</b> %	1%	0%	19%	1%	F	0.070	F		12000	F
(11) (32)	Combined Traffic Estimates for 2 Parallel Roadways			F	78%	1%	1%	0%	19%	1%	F	NA	•		23000	F
	Combined Traine Estimates for 21 arailer (Cadways				7070	1 /0 <b>7</b>	1 /0	0 70	19 /0	1 70	'	INA			23000	'
North	From:	West	Virginia Sta	te Line												
(77)	West Virginia (Maint: 10)	0.50	14000	F	78%	1%	1%	0%	19%	1%	F	0.070	F		12000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	27000	F	78%	1%	1%	0%	19%	1%	F	NA			23000	F
	To:	End of T	unnel, Wes	t Virginia	a											
South	From:	North (	Carolina Sta	ate Line												
South $\overline{77}$	Carroll County	1.07	16000	G	71%	1%	2%	1%	24%	2%	F	0.069	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	31000	G	71%	1%	2%	1%	24%	2%	F	NA			27000	G
	_ Ta-		17-620 S			<b>—</b>										
South $\overline{77}$	From: L	7.00			710/	40/	20/	10/	240/	20/	_	0.000	F		14000	_
(77)	Carroll County	7.92	16000	G	71%	1%	2%	1%	24%	2%	F _	0.063	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	31000	G	71%	1%	2%	1%	24%	2%	F	NA			27000	G
South	To- From:		17-775			}—										
(77)	Carroll County	6.23	17000	G	71%	1%	2%	1%	24%	2%	F	0.069	F		15000	G
$\mathcal{U}$	Combined Traffic Estimates for 2 Parallel Roadways			G	71%	1%	2%	1%	24%	2%	F	NA			30000	G
	Tallio Estimates for 21 drailer readways	or this reduc.			7 1 70	7	270	1 /0	2-170	270	•	100			00000	O
South	From:		US 58													
(77)	Carroll County	4.31	18000	Α	71%	1%	2%	1%	24%	2%	С	0.146	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	36000	В	71%	1%	2%	1%	24%	2%	С	NA			32000	В
	Ta:		17-620 N			1—										
South	From: L	4.70		_	740/	40/	00/	40/	040/	00/	_	0.075	_		40000	_
77	Carroll County	4.76	18000	G	71%	1%	2%	1%	24%	2%	F	0.075	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways		the County	G	71%	1%	2%	1%	24%	2%	F	NA			31000	G
South	From:		oll County													
(77)	Wythe County	0.33	18000	G	71%	<b>」</b> 1%	2%	1%	24%	2%	F	0.075	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route	35000	G	71%	1%	2%	1%	24%	2%	F	NA			31000	G
	To		SR 69			٦	_,-	.,.			•					_
South	From:		SR 69													
(77)	Wythe County	7.96	19000	F	71%	1%	2%	1%	24%	2%	F	0.07	F		16000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	41000	F	71%	1%	2%	1%	24%	2%	F	NA			37000	F
	To		I-81 N													
South North	From:		1 Fort Chisy		720/	<b>_</b>	40/	00/	240/	40/	_	0.000	_		24000	_
77 81 11	Wythe County	1.44	26000	F	73%	1%	1%	0%	24%	1%	F	0.068	F		24000	F
•	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	51000	F	72%	1%	1%	0%	24%	2%	F	NA			47000	F
South North	To- From:	U	S 52; SR 12	21	•	}—										
(77) $(81)$ $(11)$ $(52)$	Wythe County	2.61	25000	F	73%	1%	1%	0%	24%	1%	F	0.072	F		23000	F
(1) (1) (32)	Combined Traffic Estimates for 2 Parallel Roadways			F	72%	1%	1%	0%	24%	2%	F	NA	-		47000	F
	To:	on this reduction	F-42	•	1270	٦ . ٪	1 /0	0 /0	<u>-</u> 70	270	•	14/1			41000	•
			1 12													

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

-		FIIIIIal y al	id interst	alc rec	1100			Ten	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	O A vilo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South North	From:		F-42			1	ZAXIE	3+Axie	TITAII	ZITAII		Factor		Factor		
(77) $(81)$ $(11)$ $(52)$	Wythe County	2.18	26000	F	73%	<b>」</b> 1%	1%	0%	24%	1%	С	0.127	В		26000	F
(1) (81) (11) (92)	Combined Traffic Estimates for 2 Parallel Roadways o			F	72%	1%	1%	0%	24%	2%	С	0	A	0.501	50000	F
	Tarillo Estimates for 21 drains recaways o				7270	¬ '/º	170	0 70	2-170	270	Ü	Ü	,,	0.001	00000	•
South North	From:		CL Wythevi													
(77) $(81)$ $(11)$ $(52)$	Town of Wytheville (Maint: 98)	0.96	26000	F	73%	1%	1%	0%	24%	1%	С	0.127	В		26000	F
$\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	52000	F	72%	1%	1%	0%	24%	2%	С	0	Α	0.501	50000	F
South North	Ta- From:		US 11			]										
(77) $(81)$ $(52)$	Town of Wytheville (Maint: 98)	0.82	24000	F	73%	1%	1%	0%	24%	1%	F	0.07	F		23000	F
(1) (31) (32)	Combined Traffic Estimates for 2 Parallel Roadways o			F	72%	1%	1%	0%	24%	2%	F	NA	-		45000	F
	To:		81 Wythevi		. = / 0	٦	.,0	0,0	,0	_,,	•				.0000	•
South	From:		I-81 N													
South $(77)$	Town of Wytheville (Maint: 98)	1.15	14000	F	77%	1%	1%	0%	19%	1%	F	0.07	F		12000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	29000	F	78%	1%	1%	0%	19%	1%	F	NA			25000	F
South	To: From:	NO	CL Wythevi	ille		}—										
South (77)	Wythe County	0.02	14000	F	77%	1%	1%	0%	19%	1%	F	0.07	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	27000	F	78%	1%	1%	0%	19%	1%	F	NA			24000	F
	To		ppers Ferry				.,,			.,,	-					
South	From:	•														
(77)	Wythe County	4.55	14000	F	77%	1%	1%	0%	19%	1%	F	0.068	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways o			F	78%	1%	1%	0%	19%	1%	F	NA			24000	F
South	From:		nd County I the County													
( <del>77</del> )	Bland County	0.87	14000	F	77%	<b>」</b> 1%	1%	0%	19%	1%	F	0.068	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	27000	F	78%	1%	1%	0%	19%	1%	F	NA			24000	F
	To:		10-717													
South	From:												_			_
77	Bland County	5.70	13000	F	77%	1%	1%	0%	19%	1%	F	0.072	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	27000	F	78%	1%	1%	0%	19%	1%	F	NA			23000	F
South	To- From:	U	JS 52, SR 4	2		]—										
<del>(77)</del>	Bland County	6.05	13000	F	77%	1%	1%	0%	19%	1%	F	0.068	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	28000	F	78%	1%	1%	0%	19%	1%	F	NA			24000	F
	To		10-666			1										
South $(77)$	From: L	0.0=			770/	40/	40/	00/	400/	40/	_	0.000	_		44000	_
(77)	Bland County	3.87	13000	F	77%	1%	1%	0%	19%	1%	F	0.069	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	26000	F	78%	1%	1%	0%	19%	1%	F	NA			22000	F
South	To- From:		10-606			]—										
South (77)	Bland County	2.12	13000	F	77%	1%	1%	0%	19%	1%	F	0.07	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	29000	F	78%	1%	1%	0%	19%	1%	F	NA			25000	F
	To:		SR 61			1										

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

		FIIIIdiy di	TO ITTOTO	ato i tot				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		SR 61			Ī	27 040	0.7040	TTTGII			, doto.		, dotoi		
South 77	Bland County	1.79	14000	Α	77%	1%	1%	0%	19%	1%	С	0.155	Α		12000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	27000	В	78%	1%	1%	0%	19%	1%	С	NA			24000	В
	To:	U	S 52; SR 5	98												
South $52$	Bland County	0.79	SR 598 <b>13000</b>	F	77%	」 1%	1%	0%	19%	1%	F	0.069	F		12000	F
77 (52)	Combined Traffic Estimates for 2 Parallel Roadway			F	78%	1%	1%	0%	19%	1%	, E	NA	•		23000	F
	Combined Tranic Estimates for 2 Faraller Roadway				7070	1 /0 <b>7</b>	1 /0	0 /6	19 /0	1 /0	1	INA			23000	1
South	From:	West	Virginia Sta													
South 77	West Virginia (Maint: 10)	0.50	13000	F	77%	1%	1%	0%	19%	1%	F	0.069	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadway			F	78%	1%	1%	0%	19%	1%	F	NA			23000	F
	To:		unnel, Wes		a											-
	From:		IS 23, ALT		200/	10/	40/	40/	470/	00/	F	0.00-	_	0.504	0000	_
78	Town of Appalachia (Maint: 97)	1.39	3200	F	80%	1%	1%	1%	17%	0%	F	0.087	F	0.594	3300	F
	To: From:		CL Appalac			<del>] </del>										
78	Wise County	0.37	3200	N	80%	1%	1%	1%	17%	0%	N	0.087	N	0.594	3300	N
	To- From:		86 Near An													
78	Wise County	2.09	2200	F	80%	1%	1%	1%	17%	0%	С	0.079	F	0.626	2300	F
	10:		00 Near St			<u> </u>										
	From:		5 West of I		000/		40/	00/	40/	00/	_	0.000	_	0.000	10000	•
79	Warren County	0.23	11000 I-66	G	98%	0% 7	1%	0%	1%	0%	С	0.089	F	0.922	12000	G
	From:	LIC	3 11 Cedary	711		1										
	Washington County	1.06	2900	G G	97%	┛ 0%	1%	1%	1%	0%	F	0.087	F	0.586	3000	G
80	washington oounty				37 70	<b>-</b> 0 / 0	1 70	170	1 /0	070		0.007	•	0.500	3000	J
	Washington County	95-6 2.19	09 Meadov <b>980</b>	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.575	990	G
80	wasnington County	2.19		G	9170	U%	1 70	1 70	170	076	Г	0.095	Г	0.575	990	G
	To- From:	0.00	95-740 N <b>870</b>	G	97%	0%	1%	1%	1%	0%	С	0.400	F	0.000	000	G
80	Washington County	6.00	870	G	97%	0%	1%	1%	1%	0%	C	0.100	F	0.689	880	G
	Tac From:		689 Hayters		0=0/		40/	10/	407	201						
80	Washington County	2.06	550	G	97%	0%	1%	1%	1%	0%	F	0.112	F	0.556	560	G
	To: From:		95-613			}—										
80	Washington County	3.67	310	G	97%	0%	1%	1%	1%	0%	F	0.138	F	0.55	320	G
	10° From:		sell County													
80	Russell County	6.23	660	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.539	670	G
			JS 19 Elwa													
(90) (10)	From: Russell County	2.57	13000	G G	91%	0%	2%	1%	5%	0%	F	0.076	F	0.579	14000	G
80 (19)	- Tabbon County				0.70	7	- 70	. 70	J /0	<b>3</b> /0	•	0.070	•	0.070	. 7000	•
	From:	4.50	19 ROSED 7700	ALE <b>G</b>	96%	0%	2%	0%	2%	0%	С	0.079	F	0.619	7800	G
80	Russell County		outheast of			∪% <b>7</b>	∠70	U70	∠70	U70	C	0.079		0.019	1000	G
		SK 0/ S	ounicast 01	TIOHAKEI		1										

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

		Primary ar	id interste	alc 1 loc	1100			Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010			2Trail	QC		QK		AAWDT	Q\
	From	CD (7.0	outheast of	I Il		1	ZAXIE	3+Axle	IIIali	ZITAII		Factor		Factor		
	Russell County	1.17	8100	Honaker <b>G</b>	96%	<b>-</b> 0%	2%	0%	2%	0%	_	0.093	F	0.505	8200	
30)	Russell County	1.17		G	90%	U% _	<b>2</b> 70	0%	Z 70	0%	Г	0.093	Г	0.505	0200	
	To: From:		83-645			_										
30)	Russell County	5.67	3200	G	96%	0%	2%	0%	2%	0%	F	0.088	F	0.604	3200	(
	To:		anan County													
	Duch an an County		sell County 2000		91%	40/	20/	20/	20/	00/	_	0.004	F	0.045	2000	
0	Buchanan County	9.92		G	91%	1% 7	3%	2%	2%	0%	С	0.091	Г	0.615	2000	
	From:		nson County	_												
20	Dickenson County	3.49	1300	F	91%	1%	1%	3%	4%	0%	F	0.099	F	0.599	1400	
0	Dionomoon County	0.70		•	0170	7	170	070	470	070	•	0.000	•	0.000	1400	
	To- From:		25-682			_										
0	Dickenson County	7.05	1700	F	91%	1%	1%	3%	4%	0%	С	0.099	F	0.563	1700	
	To		SCL Haysi			1—										
30	Town of Haysi (Maint: 25)	0.27	3700	F	91%	1%	1%	3%	4%	0%	F	0.092	F	0.580	3800	
	r.J		G GD 03			7										
	From:	0.24	S SR 83		000/	40/	20/	20/	20/	00/	F	0.004		0.504	F200	
0) (83)	Town of Haysi (Maint: 25)	0.34	5100	F	92%	1%	2%	2%	3%	0%	г	0.091	F	0.564	5300	
	To- From:		E SR 63			]										
0)(83)	Town of Haysi (Maint: 25)	1.08	3900	F	92%	1%	2%	2%	3%	0%	F	0.089	F	0.555	4000	
	To		CL Haysi			1										
0) (83)	Prom: L Dickenson County	0.01	3900	N	92%	<b>」</b> 1%	2%	2%	3%	0%	N	0.089	N	0.555	4000	
0) (63)	Zionem county				0=70	- · · · ·	_,,	_,,	0,0	0,0		0.000		0.000		
$\overline{}$	To- From:		SR 83 N			J										
o)	Dickenson County	8.49	1100	F	81%	1%	0%	1%	17%	0%	С	0.098	F	0.523	1100	
	To:		anan County													
	Duch an an County		nson County		040/	40/	00/	40/	470/	00/	_	0.004	_	0.540	050	
0)	Buchanan County	1.60	840	G	81%	1%	0%	1%	17%	0%	F	0.091	F	0.516	850	
	10.		tucky State													
orth 1	From:		essee State													
1)	Washington County	0.65	14000	G	76%	1%	1%	1%	21%	1%	F	0.064	F		14000	•
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	0.068	F	0.564	29000	
	To:	7	SCL Bristol			<b>Ъ</b> ——										
orth	Prom:				700/	40/	40/	40/	040/	40/	_	0.004	_		4.4000	
1	City of Bristol (Maint: 95)	0.61	14000	G	76%	1%	1%	1%	21%	1%	F	0.064	F		14000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	0.068	F	0.564	29000	
41 <del>-</del>	To- Erom	U	S 58, US 42	21		}—										
th A Can	City of Driefel (Mainty OF)	2.44	15000	G	76%	1%	10/	1%	210/	10/	_	0.075	F		15000	
ī) { 58 }	City of Bristol (Maint: 95)	2.44	15000				1%		21%	1%	_	0.075	•	0 = 16	15000	
/ < /	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	31000	G	77%	1%	1%	1%	19%	1%	F	0.073	F	0.513	31000	
			I-381			1										
th	To- Fram-		1-501													
~ ~~	City of Prictol (Maint: 05)	1 20		G	76%	10/	10/	10/	210/	10/	_	0.076	_		25000	
orth 81 58	City of Bristol (Maint: 95)  Combined Traffic Estimates for 2 Parallel Roadways	1.39	25000	G G	76% 77%	-1% 1%	1% 1%	1% 1%	21% 20%	1% 1%	F	0.076 NA	F		25000 47000	(

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu iiileisia	ile Noi	1162											
Route	Jurisdiction	I enath	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
route		Longui	74751	Q,A	41110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q.I.V	Factor	70000	QII
North	From:		JS 11, US 19			J							_			_
(81) (58)	City of Bristol (Maint: 95)	2.13	21000	G	76%	1%	1%	1%	21%	1%	F	0.081	F		22000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	41000	G	77%	1%	1%	1%	19%	1%	F	NA			42000	G
North	Ta: From:	O	ld Airport Ro	d		]										
(81) (58)	City of Bristol (Maint: 95)	0.93	22000	G	76%	1%	1%	1%	21%	1%	F	0.081	F		22000	G
(01) (30)	Combined Traffic Estimates for 2 Parallel Roadways			G	77%	1%	1%	1%	19%	1%	F	NA	•		48000	G
	oombined Tranic Estimates for 21 drailer Roadways				1170	7	170	170	10 /0	1 /0	'	INA			40000	O
North	From:		NCL Bristol													
81) (58)	Washington County	3.84	22000	G	76%	1%	1%	1%	21%	1%	F	0.081	F		22000	G
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			48000	G
	To:		FR-310			<b>—</b>										
North	Machinettes County	0.00		_	700/	40/	40/	40/	040/	40/	_	0.000	_		24000	_
81 [58]	Washington County	0.99	20000	G	76%	1%	1%	1%	21%	1%	F _	0.083	F		21000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	37000	G	77%	1%	1%	1%	20%	1%	F	NA			38000	G
North	To: From:		95-611			]										
81) (58)	Washington County	2.00	20000	G	76%	1%	1%	1%	21%	1%	F	0.082	F		20000	G
01) (30)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route	41000	G	77%	1%	1%	1%	19%	1%	F	NA			41000	G
	T	on the reate.			1170	۰٬٬۰	170	1,0	10 70	1 70	•				11000	Ŭ
North	From:		SR 140													
81) (58)	Washington County	1.93	21000	F	76%	1%	1%	1%	21%	1%	С	0.095	В		21000	F
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	41000	F	77%	1%	1%	1%	19%	1%	С	0.086	Α	0.512	42000	F
	Tax	S	CL Abingdor	n		1										
North (	Town of Abinarday (Mainte OF)			F	700/	<b>-</b> 1%	40/	40/	04.0/	40/	_	0.005	Б		24000	F
81 (58)	Town of Abingdon (Maint: 95)	0.14	21000	_	76%		1%	1%	21%	1%	С	0.095	В	0.540	21000	•
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	41000	F	77%	1%	1%	1%	19%	1%	С	0.086	Α	0.512	42000	F
North	To: From:		SR 75			_										
81) (58)	Town of Abingdon (Maint: 95)	1.06	24000	G	76%	1%	1%	1%	21%	1%	F	0.082	F		24000	G
01) (30)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	45000	G	77%	1%	1%	1%	20%	1%	F	NA			46000	G
	To:		CL Abingdo							.,.						
North	From:															
<del>81)</del> {58}	Washington County	1.43	24000	G	76%	1%	1%	1%	21%	1%	F	0.082	F		24000	G
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	45000	G	77%	1%	1%	1%	20%	1%	F	NA			46000	G
	To: From:	J	JS 11, US 58	3		<b>—</b>										
North	Washington County	2.62	40000		76%	<b>-</b> 1%	10/	10/	240/	10/	_	0.077	F		10000	_
81	Washington County	2.62	18000	G			1%	1%	21%	1%	F		Г		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		G	77%	1%	1%	1%	19%	1%	F	NA			36000	G
North	To: From:		95-704			_										
81)	Washington County	2.66	17000	G	76%	1%	1%	1%	21%	1%	F	0.076	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	77%	1%	1%	1%	19%	1%	F	NA			36000	G
	To:		SR 80		,	7	.,,	.,,	.0,5	. , ,	•				22200	_

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

	Timory	and milersi					Tru	ıck			K		Dir		
Route	Jurisdiction Lengtl	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
North	From:	SR 80			1	ZANIC	3 - Axic	TTTGII	ZIIdii		1 actor		1 actor		
81)	Washington County 1.52	17000	G	76%	1%	1%	1%	21%	1%	F	0.075	F		17000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Route	35000	G	77%	1%	1%	1%	19%	1%	F	NA			35000	G
	Tac	95-737		,	٦	. , ,	.,,	.0 ,0	.,,	•				00000	
North	From:				_										
81)	Washington County 2.97	16000	G	76%	1%	1%	1%	21%	1%	F	0.074	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 31000	G	77%	1%	1%	1%	19%	1%	F	NA			32000	C
lorth	To: From:	SR 91			]										
81)	Washington County 2.68	17000	G	76%	1%	1%	1%	21%	1%	F	0.067	F		17000	C
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	77%	1%	1%	1%	20%	1%	F	NA	·		32000	(
	To The Traine Estimates for 21 drainer readways on the reads			1170	٠,٠٠	170	170	20 /0	170	•	100			02000	`
orth	From:	US 11													
81)	Washington County 2.31	14000	G	76%	1%	1%	1%	21%	1%	F	0.067	F		14000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	77%	1%	1%	1%	19%	1%	F	NA			31000	(
0.		nyth County													
orth 81	Smyth County 0.94	nington Cour 14000	G Line	76%	<b>」</b> 1%	1%	1%	21%	1%	F	0.067	F		14000	(
31)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	77%	1%	1%	1%	19%	1%	' 	NA	•		31000	,
	<u></u>			1170	170	1 70	170	1970	1 70	F	INA			31000	
orth	From:	SCL Chilhov	wie												
81)	Town of Chilhowie (Maint: 86) 0.11	14000	G	76%	1%	1%	1%	21%	1%	F	0.067	F		14000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	<b>: 30000</b>	G	77%	1%	1%	1%	19%	1%	F	NA			31000	(
	To	SR 107			1										
orth	Town of Chillennia (Mainte OC)			76%	40/	40/	40/	040/	40/	_	0.074	_		45000	,
81	Town of Chilhowie (Maint: 86) 0.45	15000	G		1%	1%	1%	21%	1%	-	0.074	F		15000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	(
orth	To: From:	NCL Chilho	wie		$\bot$										
81)	Smyth County 3.44	15000	G	76%	1%	1%	1%	21%	1%	F	0.074	F		15000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	<b>29000</b>	G	77%	1%	1%	1%	19%	1%	F	NA			30000	(
	Ta-	US 11; 86-6	45		٦										
lorth	From:			700/	40/	40/	40/	040/	40/	_	0.000	_		45000	
81)	Smyth County 4.07	15000	G	76%	1%	1%	1%	21%	1%	F _	0.069	F		15000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 30000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	(
orth	To: From:	US 11			]										
31)	Smyth County 1.03	14000	G	76%	1%	1%	1%	21%	1%	F	0.066	F		14000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	77%	1%	1%	1%	19%	1%	F	NA			29000	(
	To To	86-730		, •	٠.,٠	. , ,									
lorth	From					_	_		_		_				
81)	Smyth County 0.69	14000	G	76%	1%	1%	1%	21%	1%	F	0.063	F		15000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	(
	To:	WCL Mario	on		1										

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

Jurisdiction	Length														
	Lengui	AADT	QΑ	4Tire	Bus					QC	_ K	QK	Dir	AAWDT	QW
n n					1	2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
Town of Marion (Maint: 96)		VCL Marion		76%	10/	10/	10/	240/	10/	_	0.063	F		15000	_
Town of Marion (Maint: 86)	0.22	14000	G		1%	1%	1%	21%	1%		0.063	г		15000	G
Combined Traffic Estimates for 2 Parallel Roadways				77%	1%	1%	1%	19%	1%	F	NA			30000	G
To: From:		ECL Marion													
Smyth County	0.28	14000	G	76%	1%	1%	1%	21%	1%	F	0.063	F		15000	G
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G
Tax		SCL Marion			1										
Town of Marion (Maint: 96)				760/	10/	10/	10/	210/	10/	_	0.062	_		15000	G
,												Г			G
Combined Trainic Estimates for 2 Parallel Roadways	on this Route.		G	7 7 70	170	170	170	19%	170	Г	INA			30000	G
To: From:		SR 16													
Town of Marion (Maint: 86)	0.68	14000	G	76%	1%	1%	1%	21%	1%	F	0.068	F		14000	G
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G
Tax	1	NCL Marion			1										
Smith County				760/	10/	10/	10/	210/	10/	_	0.060	_		14000	G
,										F		Г			G
Combined Trainic Estimates for 2 Parallel Roadways	on this Route.		G	7 7 70	170	170	170	19%	170	Г	INA			31000	G
To: From:		FR-10													
Smyth County	2.99	13000	G	76%	1%	1%	1%	21%	1%	F	0.07	F		14000	G
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	27000	G	77%	1%	1%	1%	19%	1%	F	NA			27000	G
Tax		86-622			1										
Smith County	2.00	12000	G	760/	10/	10/	10/	210/	10/	_	0.060	_		14000	G
												Г			
Combined Trainic Estimates for 2 Parallel Roadways	on this Route.		G	7 7 70	170	170	170	19%	170	Г	INA			27000	G
To: From:		86-683													
Smyth County	2.80	13000	F	76%	1%	1%	1%	21%	1%	F	0.077	F		13000	F
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	26000	F	77%	1%	1%	1%	19%	1%	F	NA			26000	F
To:															
Whatha County				760/	10/	10/	10/	210/	10/	_	0.077	_		12000	F
,												Г			F
Combined Trainic Estimates for 2 Parallel Roadways				7 7 70	170	170	170	19%	170	Г	INA			26000	Г
To: From:	S	R 90; 98-680	0												
Wythe County	7.09	15000	F	76%	1%	1%	1%	21%	1%	F	0.068	F		15000	F
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	28000	F	77%	1%	1%	1%	20%	1%	F	NA			28000	F
To:		US 11			1										
Mytho County	1 57		F	760/	10/	10/	10/	210/	10/	F	0.07	_		12000	F
										г г		Г			
Combined Tramic Estimates for 2 Parallel Roadways		25000 L Wythevil		11%	1% <b>7</b>	1%	1%	∠∪%	1%	۲	NA			∠0000	F
	Combined Traffic Estimates for 2 Parallel Roadways  Smyth County  Combined Traffic Estimates for 2 Parallel Roadways  Town of Marion (Maint: 86)  Combined Traffic Estimates for 2 Parallel Roadways  Town of Marion (Maint: 86)  Combined Traffic Estimates for 2 Parallel Roadways  Smyth County  Combined Traffic Estimates for 2 Parallel Roadways  Smyth County  Combined Traffic Estimates for 2 Parallel Roadways  Smyth County  Combined Traffic Estimates for 2 Parallel Roadways  Smyth County  Combined Traffic Estimates for 2 Parallel Roadways  Smyth County  Combined Traffic Estimates for 2 Parallel Roadways  Top  Wythe County  Combined Traffic Estimates for 2 Parallel Roadways  Wythe County  Combined Traffic Estimates for 2 Parallel Roadways  Top  Wythe County  Combined Traffic Estimates for 2 Parallel Roadways  Top  Top  Wythe County  Combined Traffic Estimates for 2 Parallel Roadways  Top  Top  Wythe County  Combined Traffic Estimates for 2 Parallel Roadways  Top  Top  Top  Wythe County  Combined Traffic Estimates for 2 Parallel Roadways  Top  Top  Wythe County	Combined Traffic Estimates for 2 Parallel Roadways on this Route:    Smyth County   0.28	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 29000  Smyth County 0.28 14000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 29000  Town of Marion (Maint: 86) 0.27 14000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 29000  Town of Marion (Maint: 86) 0.68 14000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 30000  Traffic Estimates for 2 Parallel Roadways on this Route: 30000  Smyth County 1.41 14000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 30000  Smyth County 2.99 13000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 27000  Smyth County 3.98 13000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 26000  Smyth County 2.80 13000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 26000  Town Smyth County 2.80 13000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 26000  Wythe County 3.07 13000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 26000  Wythe County 3.07 13000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 26000  SR 90, 98-680  Wythe County 7.09 15000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 28000	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 29000   G	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 29000	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000   G   77%   1%   1%   1%   1%   1%   1%   1	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 29000	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000   G   77%   1%   1%   1%   19%   1%   1%   1%	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000   G   77%   1%   1%   19%   19%   1%   F	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000   G   77%   1%   1%   1%   19%   1%   F   NA	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   2900   G   77%   1%   1%   1%   1%   1%   1%   1	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 29000	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000   G   77%   1%   1%   1%   19%   1%   F   NA   30000

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

			iu intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	SC	L Wythevil	lle		1	2, 040	0 17 040	TTTGII	Ziiaii		1 doto:		1 40101		
81)	Town of Wytheville (Maint: 98)	2.03	13000	F	76%	1%	1%	1%	21%	1%	F	0.07	F		13000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	25000	F	77%	1%	1%	1%	20%	1%	F	NA			26000	F
	Tax	Ţ	JS 21; US 5	2		1										
North	Town of Wytheville (Maint: 98)	2.27	14000	F	76%	<b>-</b> 1%	1%	1%	21%	1%	_	0.077	F		15000	F
81 (52)	Combined Traffic Estimates for 2 Parallel Roadways			F	70 % 77%	1%	1%	1%	19%	1%	F	NA	'		29000	, F
	Combined Traine Estimates for 21 arane Roadways				11 /0	7 / O	1 /0	1 70	13 /0	1 70	'	INA			23000	'
North North	From:	I-7	77 Wythevil													
81) (77) (52)	Town of Wytheville (Maint: 98)	0.82	24000	F	73%	1%	1%	0%	24%	1%	F	0.07	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	72%	1%	1%	0%	24%	2%	F	NA			45000	F
lorth North	To: From:		US 11			]—										
81) (77) (11) (52)	Town of Wytheville (Maint: 98)	0.96	26000	F	73%	1%	1%	0%	24%	1%	С	0.127	В		26000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	52000	F	72%	1%	1%	0%	24%	2%	С	0	Α	0.501	50000	F
	To		CL Wythevi	ماا		1										
North North	From: L				700/	40/	40/	00/	040/	40/	_	0.407	_		00000	_
81 77 (11) (52)	Wythe County	2.18	26000	F	73%	1%	1%	0%	24%	1%	С	0.127	В	0.504	26000	-
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	52000	F	72%	1%	1%	0%	24%	2%	С	0	Α	0.501	50000	F
orth North	Tac From:		FR-42			<b>)</b>										
81) (77) (11) (52)	Wythe County	2.61	25000	F	73%	1%	1%	0%	24%	1%	F	0.072	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	50000	F	72%	1%	1%	0%	24%	2%	F	NA			47000	F
	To- From-	U	S 52; SR 12	21		1										
lorth North	Wythe County	1.44	26000	F	73%	1%	1%	0%	24%	1%	E	0.068	F		24000	F
81) (77) (11)	Combined Traffic Estimates for 2 Parallel Roadways			F	72%	1%	1%	0%	24%	2%	F	NA	'		47000	F
	To To				1270	7	1 /0	070	Z-T /0	270	•	INA			47000	
lorth	From:		7 Fort Chisv	vell												
81) {11}	Wythe County	2.31	19000	F	72%	1%	1%	1%	24%	2%	F	0.067	F		19000	F
<b>○</b>	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	37000	F	72%	1%	1%	1%	24%	2%	F	NA			37000	F
lorth	To- From:		98-619			}										
81) (11)	Wythe County	1.99	18000	F	72%	1%	1%	1%	24%	2%	F	0.069	F		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	F	72%	1%	1%	1%	24%	2%	F	NA			35000	F
	To-		98-618			<b>—</b>										
orth	From: L	4 4 4			700/	40/	40/	40/	040/	201	_	0.000	_		40000	_
81) [11]	Wythe County	1.44	19000	G	72%	1%	1%	1%	24%	2%	-	0.082	-	0.500	19000	G
	Combined Traffic Estimates for 2 Parallel Roadways		<b>38000</b> ski County l	G ine	72%	_ 1% ¬	1%	1%	24%	2%	F	0.070	F	0.522	38000	G
lorth	From:		he County I			1										
81) (11)	Pulaski County	2.68	19000	G	72%	1%	1%	1%	24%	2%	F	0.082	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	38000	G	72%	1%	1%	1%	24%	2%	F	0.070	F	0.522	38000	G
	To:		US 11			1										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	11111	Tial y aria	IIILEISIA	10 1100				Tru	ıck			K		Dir		
Route	Jurisdiction L	ength A	AADT	QΑ	4Tire	Bus	2Avlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
North	From:		US 11			1	ZAXIE	STAXIE	IIIali	ZIIali		Factor		Factor		
(81)	Pulaski County		22000	N	72%	J 1%	1%	1%	24%	2%	N	0.104	N		21000	N
01)	Combined Traffic Estimates for 2 Parallel Roadways on this R		40000	N	72%	1%	1%	1%	24%	2%	N	0.080	N	0.68	40000	N
	Tallo I Tallo Estillaco foi 21 dialio recawajo cirtillo i				7270	7	170	170	2-170	270	.,	0.000	.,	0.00	40000	.,
North	From:		SR 100													
(81) (100 <i>)</i>			22000	G	72%	1%	1%	1%	24%	2%	F	0.104	F		21000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: 4	40000	G	72%	1%	1%	1%	24%	2%	F	0.080	F	0.68	40000	G
la alla	To: From:	FR-	-47 S INT	[		}—										
North 100	Pulaski County	1.67 1	18000	G	72%	1%	1%	1%	24%	2%	F	0.101	F		18000	G
81 100	Combined Traffic Estimates for 2 Parallel Roadways on this I		37000	G	72%	1%	1%	1%	24%	2%	' F	0.078	F	0.594	37000	G
	Combined Trainic Estimates for 2 Farallel Roadways on this i				1 2 /0	1 /0	1 /0	1 /0	<b>24</b> /0	2 /0	'	0.076	'	0.554	37000	G
lorth	From:		SR 99													
81)(100)	Pulaski County	4.35	20000	G	72%	1%	1%	1%	24%	2%	F	0.071	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: 3	39000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.527	39000	C
	To:		SR 100			<b>—</b>										
lorth 81	Pulaski County		23000	G	72%	1%	1%	1%	24%	2%	_	0.069	F		23000	c
81)	•										F		Г			
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: 4	45000	G	72%	1%	1%	1%	24%	2%	г	NA			44000	(
orth	Ta- From:		77-660			<u> </u>										
81)	Pulaski County	4.00 2	20000	F	72%	1%	1%	1%	24%	2%	F	0.079	F		20000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: 4	41000	G	72%	1%	1%	1%	24%	2%	F	NA			41000	(
	To:	Montgom	_	_												
orth	From:		i County l		700/	<b>」</b>	40/	40/	0.40/	00/	_	0.070	_		00000	
81)	managamer, acam,		20000	F	72%	1%	1%	1%	24%	2%	F _	0.079	F		20000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this R	Route: 4	41000	G	72%	1%	1%	1%	24%	2%	F	NA			41000	(
orth	To: From:	5	SR 232			}										
81)	Montgomery County	3.81 1	17000	G	72%	1%	1%	1%	24%	2%	F	0.072	F		17000	(
01)	Combined Traffic Estimates for 2 Parallel Roadways on this I			G	72%	1%	1%	1%	24%	2%	F	0.069	F	0.524	36000	C
	To		SR 177		. = / 0	٠,,,	. , ,	. , 0	, ,	_,,	•	0.000	•	0.02	00000	
lorth	From:															
81)	3 3 4		21000	В	72%	1%	1%	1%	24%	2%	С	0.102	Α		21000	Е
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 4	41000	В	72%	1%	1%	1%	24%	2%	С	0.099	Α	0.542	41000	E
	To- From:		SR 8			}										
orth 81)	Montgomery County	0.08 2	22000	G	72%	1%	1%	1%	24%	2%	F	0.067	F		22000	(
81)	Combined Traffic Estimates for 2 Parallel Roadways on this I			G	72%	1%	1%	1%	24%	2%	, F	0.067	F	0.525	44000	
	Combined Trainic Estimates for 2 Farallet Roadways off this f				1 4 70	1 /0	1 70	1 70	<b>4</b> 70	∠70	r	0.006	Г	0.323	44000	
North	To: From	SCL C	Christians	ourg												
81)	Town of Christiansburg (Maint: 60)	3.90 2	22000	G	72%	1%	1%	1%	24%	2%	F	0.067	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: 4	45000	G	72%	1%	1%	1%	24%	2%	F	0.068	F	0.525	44000	G
	To:	US	11 US 46	0		1										

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

Note   Part			FIIIIIai y ai	ia interste	210 1 100	1100			Tri	ıok			K		Dir		
Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Statute   Statute	Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	O A vilo			2Troil	QC		QK		AAWDT	QW
Town of Christansburg (Maint: 60)	North	From:	T	IC 11 I IC 16	0		1	ZAXIE	3+Axie	IIIali	ZITAII		Factor		Factor		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   49000   G   72%   1%   1%   24%   2%   F   0.063   F   0.520   48000   G   G		Town of Christiansburg (Maint: 60)	_			72%	<b>」</b> 1%	1%	1%	24%	2%	F	0.064	F		25000	G
North   Nort	(61)											· F		F	0.520		
Month   Montgomery County   9.22   25000   G   72%   1%   1%   1%   24%   2%   F   0.064   F   25000   G   Combined Traffic Estimates for 2 Parallel Roadways on finis Route:   49000   G   72%   1%   1%   1%   24%   2%   F   0.063   F   0.520   48000   G   Roadways on finis Route:   49000   G   72%   1%   1%   1%   24%   2%   F   0.063   F   0.520   48000   G   Roadways on finis Route:   49000   F   72%   1%   1%   1%   24%   2%   F   0.074   F   25000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   1%   1%		To-				12/0	¬ '/º	170	170	2470	270	•	0.000	•	0.020	40000	Ü
North   Combined Traffic Estimates for 2 Parallel Roadways on this Route   4900   G   72%   1%   1%   1%   2%   2%   F   0.063   F   0.520   48000   G		From:															
North   Montgomery County   2.22   25000   F   7.2%   1%   1%   24%   2%   F   0.074   F   25000   F   7.2%   1%   1%   24%   2%   F   0.074   F   25000   F   7.2%   1%   1%   24%   2%   F   0.074   F   25000   F   7.2%   1%   1%   24%   2%   F   0.074   F   25000   F   7.2%   1%   1%   24%   2%   F   0.074   F   25000   F   7.2%   1%   1%   24%   2%   F   0.074   F   25000   F   7.2%   1%   1%   24%   2%   F   0.074   F   25000   F   7.2%   1%   1%   24%   2%   F   0.074   F   25000   F   7.2%   1%   1%   24%   2%   F   0.073   F   25000   F   7.2%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   27000   F   7.2%   1%   1%   1%   24%   2%   F   0.076   F   0.0	(81)	9 , ,										•		•			
Montgomery County   2.22   25000   F   72%   1%   1%   1%   24%   2%   F   0.074   F   25000   F		Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	49000	G	72%	1%	1%	1%	24%	2%	F	0.063	F	0.520	48000	G
Montgomery County   2.22   25000   F   72%   1%   1%   24%   2%   F   0.074   F   25000   F   Examples County   Exampl	North	To. From:	6	0-603 Iront	0		]										
Combined Traffic Estimates for 2 Parallel Roadways on this Route   Savou   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   24%   2%   F   NA   53000   F   72%   1%   1%   1%   1%   1%   1%   1%	81	Montgomery County	2.22	25000	F	72%	1%	1%	1%	24%	2%	F	0.074	F		25000	F
North   Roanoke County   Line   Lin	01)	• , ,	this Route:	53000			1%	1%	1%	24%	2%	F	NA			53000	F
Roanoke County		To:				. = / 0	٦	.,0	.,,	,,	_,,	•				00000	
North	North	From:															
North   Roanoke County   Roanoke Count	(81)	Roanoke County	2.06	25000	F		1%	1%	1%	24%		F	0.074	F		25000	F
Roanoke County   2.11   27000   F   72%   1%   1%   1%   24%   2%   F   0.073   F   27000   F		Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	53000	F	72%	1%	1%	1%	24%	2%	F	NA			53000	F
Roanoke County	North	To- From:	80-64	7 Dow Hollo	ow Rd		]										
North		Roanoke County	2.11	27000	F	72%	1%	1%	1%	24%	2%	F	0.073	F		27000	F
North	(01)	•	this Route:	53000	F	72%	1%	1%		24%	2%	F	NA			52000	F
Roanoke County   2.26   27000   F   72%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F   72%   1%   1%   1%   1%   24%   2%   F   NA   65000		Tool					¬	.,.	.,,								
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   S3000   F   72%   1%   1%   1%   24%   2%   F   NA     S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA   S2000   F   NA		From:										_		_			_
North   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   S6000   F   72%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   72%   7%   1%   1%   1%   1%   24%   2%   F   NA   52000   F   72%   7%   7%   7%   7%   7%   7%   7	(81)	,			=							F		F			F
North   City of Salem (Maint: 80)   0.20   27000   F   72%   1%   1%   1%   24%   2%   F   0.073   F   27000   F		Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	53000	F	72%	1%	1%	1%	24%	2%	F	NA			52000	F
City of Salem (Maint: 80)   0.20   27000   F   72%   1%   1%   1%   24%   2%   F   0.073   F   27000   F   27000	North	To: From:		SCL Salem			]										
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   \$3000   F   72%   1%   1%   1%   24%   2%   F   NA   52000   F		City of Salem (Maint: 80)	0.20	27000	F	72%	1%	1%	1%	24%	2%	F	0.073	F		27000	F
North   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   65000   F   72%   1%   1%   1%   24%   2%   F   0.076   F   32000   F		Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	53000	F	72%	1%	1%	1%	24%	2%	F	NA			52000	F
North   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   65000   F   72%   1%   1%   1%   24%   2%   F   0.076   F   32000   F		Toc			nd Rd		7										
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F	North	City of Oalone (Mainty 00)				700/	40/	40/	40/	040/	00/	_	0.070	_		00000	_
North   Roanoke County   2.71   32000   F   72%   1%   1%   1%   24%   2%   F   0.076   F   32000   F	(81)	•												г			•
Roanoke County   2.71   32000   F   72%   1%   1%   1%   24%   2%   F   0.076   F   32000   F		Combined Traffic Estimates for 2 Parallel Roadways on				72%	1%	1%	1%	24%	2%	F	NA			65000	F
Roanoke County   2.71   32000   F   72%   1%   1%   1%   24%   2%   F   0.076   F   32000   F	North	Ta: From:		NCL Salem	1		_										
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   65000   F   72%   1%   1%   1%   24%   2%   F   NA   65000   F		Roanoke County	2.71	32000	F	72%	1%	1%	1%	24%	2%	F	0.076	F		32000	F
Roanoke County   1.64   29000   F   72%   1%   1%   1%   24%   2%   F   0.078   F   29000   F		Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	65000	F	72%	1%	1%	1%	24%	2%	F	NA			65000	F
Roanoke County   1.64   29000   F   72%   1%   1%   1%   24%   2%   F   0.078   F   29000   F	<del></del>	To-	SR 311 Th	nompson Me	emorial l	Dr	1—										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 60000 F 72% 1% 1% 1% 24% 2% F NA 60000 F		Poppoko County					10/	10/-	10/	2/10/-	20/-	F	0.079	E		20000	E
North   SR 419 Electric Rd	81	•										F		Г			F
Roanoke County 2.48 <b>38000 F</b> 72% 1% 1% 1% 24% 2% F 0.084 F 38000 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>74000 F</b> 72% 1% 1% 1% 24% 2% F NA 73000 F		Combined Trainic Estimates for 2 Parallel Roadways on				1270	1%	1 %	170	∠4%	∠%	г	NA			00000	г
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>74000 F</b> 72% 1% 1% 1% 24% 2% F NA 73000 F	North	To: From:	SR	419 Electric	Rd		$\bot$										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>74000 F</b> 72% 1% 1% 1% 24% 2% F NA 73000 F	(81)	•			F	72%	1%	1%	1%	24%	2%	F	0.084	F		38000	F
To: I-581		Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	74000	F	72%	1%	1%	1%	24%	2%	F	NA			73000	F
		To:		I-581													

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

-		FIIIIdi y di	ia iritoroti	ato i tot	1100			T	ماء			1/		D:=		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ck		QC	K	QK	Dir	AAWDT	QW
	P		7.704				2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
North	Roanoke County	2.34	I-581 <b>28000</b>	F	77%	<b>」</b> 1%	1%	1%	20%	1%	С	0.102	Α		28000	г
81 220	,													0.500		г -
	Combined Traffic Estimates for 2 Parallel Roadways o	on this Route:	56000	F	78%	1%	1%	1%	19%	1%	С	0.097	Α	0.536	56000	F
North	To- From:	SR 1	15 Plantatio	on Rd		_										
(81) (220)	Roanoke County	0.84	24000	F	77%	1%	1%	1%	20%	1%	F	0.094	F		24000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	51000	F	78%	1%	1%	1%	18%	1%	F	NA			51000	F
	To:		ourt County	y Line												
North	From:		oke County													
(81) { 220 }	Botetourt County	3.27	24000	F	77%	1%	1%	1%	20%	1%	F	0.094	F		24000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	51000	F	78%	1%	1%	1%	18%	1%	F	NA			51000	F
N. di	To- From:		US 220			}										
North 81	Botetourt County	5.76	20000	G	62%	1%	2%	0%	32%	2%	F	0.086	F		20000	G
(81)					64%	1%	2%	0%	31%	2%	, F		•	0.672		G
	Combined Traffic Estimates for 2 Parallel Roadways o	on this Route.	39000	G	04%	170	270	0%	31%	2%	Г	0.072	F	0.673	38000	G
North	Ta- From:		11-640			<b>_</b>										
81)	Botetourt County	5.97	17000	G	62%	1%	2%	0%	32%	2%	F	NA			16000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	36000	G	64%	1%	2%	0%	30%	2%	F	NA			33000	G
	Ta-		South of Bu	ı ola on on												
North	From:															
(81)	Botetourt County	5.76	17000	В	62%	1%	2%	0%	32%	2%	С	0.126	Α		16000	В
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	34000	В	64%	1%	2%	0%	31%	2%	С	0.113	Α	0.51	32000	В
Ni. di	To- From:	US 11	North of Bu	ıchanan		}										
North	Botetourt County	6.10	17000	G	62%	- 1%	2%	0%	32%	2%	F	0.063	F		16000	G
81 (11)	,					1%					r F	0.065	r F	0.505		
	Combined Traffic Estimates for 2 Parallel Roadways o		ridge Coun	G tv Line	64%	1% <b>1</b>	2%	0%	31%	2%	г	0.005	г	0.505	29000	G
North	From:		ourt County	.,												
(81) (11)	Rockbridge County	1.95	17000	G	62%	1%	2%	0%	32%	2%	F	0.063	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	31000	G	64%	1%	2%	0%	31%	2%	F	0.065	F	0.505	29000	G
	To-		JS 11 S IN	г												
North	From:															
(81)	Rockbridge County	4.46	16000	G	62%	1%	2%	0%	32%	2%	F	0.069	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	32000	G	64%	1%	2%	0%	31%	2%	F	NA			30000	G
North	To- From:	UU	JS 11 N IN	Т		}										
North 81	Rockbridge County	8.36	18000	G	62%	1%	2%	0%	32%	2%	F	0.074	F		17000	G
81)	Combined Traffic Estimates for 2 Parallel Roadways of				64%	1%	2% 2%	0%	32% 31%	2% 2%	F		1			G
	Combined Trainic Estimates for 2 Parallel Roadways 0	ni tilis Route:		G	04%	1%	∠%	U%	31%	<b>2</b> %	г	NA			34000	G
North	To: From:		US 60			$\vdash$										
North (81)	Rockbridge County	3.01	20000	G	62%	1%	2%	0%	32%	2%	F	0.068	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:		G	64%	1%	2%	0%	31%	2%	F	NA			36000	G
	To:		I-64			7										
						-										

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

1		riiiiai y ai	ia interot	ato i tot	1100			Ten	ck			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	04.4-			OT!	QC	K	QK	Dir	AAWDT	QW
N. W. E. J.	From		T (4			1	2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
North East	Rockbridge County	3.30	I-64 19000	G	67%	」 1%	1%	0%	29%	2%	F	0.071	F		18000	G
81 64	3										•		Г			
	Combined Traffic Estimates for 2 Parallel Roadways of			G	66%	1%	2%	0%	29%	2%	F	NA			34000	G
North East	To- From:	US 11 1	North of Le	xington		<u> </u>										
(81) (64)	Rockbridge County	5.57	19000	G	67%	1%	1%	0%	29%	2%	F	0.07	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	40000	G	66%	1%	2%	0%	29%	2%	F	NA			37000	G
	To		81-710			1										
North East	From:				0=0/	<b>_</b>	407	201	000/		_		_		40000	_
81 64	Rockbridge County	4.49	20000	G	67%	1%	1%	0%	29%	2%	F	0.066	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	41000	G	66%	1%	2%	0%	29%	2%	F	NA			38000	G
North East	To- From:		81-606			}—										
81) (64)	Rockbridge County	0.59	21000	В	67%	1%	1%	0%	29%	2%	С	0.128	Α		20000	В
81) (04)	Combined Traffic Estimates for 2 Parallel Roadways of			В	66%	1%	2%	0%	29%	2%	С	0.065	Α		39000	В
	To:		ısta County		0070	٦ ```	2,0	070	2070	270	Ü	0.000	,,		00000	
North East	From:	Rockb	ridge Coun	ty Line												
(81) (64)	Augusta County	7.44	21000	В	67%	1%	1%	0%	29%	2%	С	0.128	Α		20000	В
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	42000	В	66%	1%	2%	0%	29%	2%	С	0.065	Α		39000	В
North Foot	To.	US 11 1	North of Gr	eenville		1										
North East	Augusta County	4.74	21000	G	67%	1%	1%	0%	29%	2%	_	0.072	_		20000	G
81 64	Combined Traffic Estimates for 2 Parallel Roadways of					1%		0%			F		F	0.544		
	Combined Traffic Estimates for 2 Parallel Roadways C	on this Route:		G	66%	1%	2%	0%	29%	2%	г	0.071	г	0.541	39000	G
North East	To- From:		07-654			_										
(81) (64)	Augusta County	2.47	24000	G	67%	1%	1%	0%	29%	2%	F	0.071	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	43000	G	66%	1%	2%	0%	29%	2%	F	0.07	F	0.539	40000	G
	To		SR 262			1										
North East	From:					<b>⊣</b>			/		_		_			_
81 64	Augusta County	1.31	26000	G	67%	1%	1%	0%	29%	2%	F	0.073	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	52000	G	66%	1%	2%	0%	29%	2%	F	0.074	F	0.522	48000	G
North	To: From:		I-64			}										
(81)	Augusta County	1.14	29000	G	71%	1%	2%	1%	24%	2%	F	0.071	F		29000	G
(81)	Combined Traffic Estimates for 2 Parallel Roadways of			G	73%	1%	2%	1%	23%	2%	F	NA	•		60000	G
	Table Traine Estimates for 21 drainer Nodaways C	on this reduc.			7070	٦ '	270	170	20 / 0	270	•	14/1			00000	Ü
North	From:		US 250													
( <del>81</del> )	Augusta County	2.72	26000	G	71%	1%	2%	1%	24%	2%	F	0.073	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	54000	G	73%	1%	2%	1%	23%	2%	F	NA			54000	G
	To-	SR 275 W	oodrow Wi	lson Pkw	/у	1										
North 81	Augusts County					10/	20/	10/	240/	20/	F	0.07	F		24000	C
81)	Augusta County	2.08	24000	G	71%	1%	2%	1%	24%	2%	•	0.07	•	0.507	24000	G
	Combined Traffic Estimates for 2 Parallel Roadways o	on this Route:		G	73%	1%	2%	1%	23%	2%	F	0.07	F	0.507	50000	G
	10:		07-612													

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

	1 111	, and		ale Rol				Tru	ıck			K		Dir		
Route	Jurisdiction L	ength A	AADT	QA	4Tire	Bus	24vlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
North	From:		07-612			1	ZAXIE	этахіе	IIIali	ZIIdli		Factor		Factor		
(81)	Augusta County		22000	G	71%	J 1%	2%	1%	24%	2%	F	0.064	F		22000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this		45000	G	73%	1%	2%	1%	23%	2%	· F	0.068	F	0.528	44000	G
	To.				1070	7	270	170	20 / 0	270	•	0.000	•	0.020	44000	Ü
North	From:	SR 256 V														
(81)	3		22000	F	71%	1%	2%	1%	24%	2%	F	0.069	F		22000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this			F	73%	1%	2%	1%	23%	2%	F	NA			45000	F
North	To: From:	Rockingh	nam Count ta County	4												
North 81	Rockingham County		22000	F	71%	」 1%	2%	1%	24%	2%	F	0.069	F		22000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways on this			F	73%	1%	2%	1%	23%	2%	F	NA	•		45000	F
	Combined Traffic Estimates for 21 arane reducivays of this			'	7570	1 /0 <b>7</b>	2 /0	1 70	25 /0	270	'	INA			43000	'
North	From:		SR 257													
81)	Rockingham County	2.61	22000	F	71%	1%	2%	1%	24%	2%	F	0.072	F		22000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 4	45000	F	73%	1%	2%	1%	23%	2%	F	NA			45000	F
	To- From-	SCL I	Harrisonb	urg		}										
North 81	City of Harrisonburg (Maint: 82)	0.50 2	22000	F	71%	1%	2%	1%	24%	2%	F	0.072	F		22000	_
81)	Combined Traffic Estimates for 2 Parallel Roadways on this			F	73%	1%	2%	1%	23%	2%		NA	•		45000	F
	Combined Trainic Estimates for 2 Farallel Roadways off this			Г	13%	170	270	1 70	23 70	270	Г	INA			43000	,
North	To- From:		US 11													
81)	City of Harrisonburg (Maint: 82)	2.83	24000	Α	71%	1%	2%	1%	24%	2%	С	0.107	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 4	48000	F	73%	1%	2%	1%	23%	2%	С	0.1	Α	0.563	47000	F
<del> </del>	To-	82- 659 Po	ort Repub	lic Road		<b>—</b>										
North	City of Harrisonburg (Maint: 82)	1.51	24000	F	71%	1%	2%	1%	24%	2%	_	0.086	F		24000	F
81	City of Harrisoriburg (Waint. 62)  Combined Traffic Estimates for 2 Parallel Roadways on this			F	71%	1%	2%	1%	23%	2%		0.066 NA	Г		47000	F
	Combined Tramic Estimates for 2 Parallel Roadways on this			Г	73%	170	270	170	23%	2%	Г	INA			47000	Г
North	To- From:		US 33			<u> </u>										
81)	City of Harrisonburg (Maint: 82)	1.60	21000	F	71%	1%	2%	1%	24%	2%	F	0.087	F		21000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 4	45000	F	73%	1%	2%	1%	23%	2%	F	NA			45000	F
	To-	NCL 1	Harrisonb	urg		<b>—</b>										
North	From: L				740/	40/	20/	40/	040/	20/	_	0.007	_		24000	_
81	ũ ,		21000	F	71%	1%	2%	1%	24%	2%	-	0.087	F		21000	-
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 4	45000	F	73%	1%	2%	1%	23%	2%	F	NA			45000	F
North	To- From:	J	US 11 S			<u> </u>										
81)	Rockingham County	6.51	23000	F	71%	1%	2%	1%	24%	2%	F	0.075	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 4	44000	F	72%	1%	2%	1%	23%	2%	F	NA			44000	F
	To		JS 11 N			1										
North	From				<b>-</b> 40/	<b>-</b>		40/	2.40/		_		_		1000-	_
81	ů ,		18000	F	71%	1%	2%	1%	24%	2%	F	0.074	F		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this			F	73%	1%	2%	1%	23%	2%	F	NA			36000	F
	To:	Shenando	oah Count	ty Line		1										

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

	1111	nary an	ia intersta	iic roc	1100			т	. ها د			1/		Dia		
Route	Jurisdiction L	_ength	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	France		1 0			1	2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
North 81	Shenandoah County	0.84	gham Count 18000	y Line <b>F</b>	71%	」 1%	2%	1%	24%	2%	_	0.074	F		18000	F
81)	•			F		1%	2%			2%			Г			F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Roule.		Г	73%	170	270	1%	23%	2%	Г	NA			36000	Г
North	To: From:		US 211													
81)	Shenandoah County	80.0	20000	G	71%	1%	2%	1%	24%	2%	F	0.064	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	37000	G	72%	1%	2%	1%	23%	2%	F	NA			37000	G
	Tac	SCI	L New Marl	ket		1										
North	Town of New Market (Maint: 85)		20000	G	71%	1%	20/	10/	24%	2%	_	0.064	F		20000	G
81	` ,	0.85					2%	1%			Г		Г			
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	37000	G	72%	1%	2%	1%	23%	2%	F	NA			37000	G
lorth	To- From:	NC	L New Mar	ket												
81)	Shenandoah County	3.27	20000	G	71%	1%	2%	1%	24%	2%	F	0.064	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	37000	G	72%	1%	2%	1%	23%	2%	F	NA			37000	G
	Too		85-730			1										
lorth	From: L			_	740/	40/	00/	40/	0.40/	00/	_	0.000	_		40000	
81)	•	4.42	18000	G	71%	1%	2%	1%	24%	2%	F _	0.066	F		18000	9
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	36000	G	73%	1%	2%	1%	23%	2%	F	0.065	F	0.506	36000	G
orth	To- From:		SR 292			]										
81)	Shenandoah County	3.93	22000	G	71%	1%	2%	1%	24%	2%	F	0.063	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	40000	G	72%	1%	2%	1%	23%	2%	F	NA			40000	G
	To		85-614			1										
lorth	From: L			_	- 40/	407	201	407	0.407	00/	_		_			_
81	,	1.72	20000	G	71%	1%	2%	1%	24%	2%	F _	0.066	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	39000	G	73%	1%	2%	1%	23%	2%	F	NA			39000	G
lorth	To: From:		SR 185			]										
81)	Shenandoah County	3.72	20000	G	71%	1%	2%	1%	24%	2%	F	0.066	F		20000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	38000	G	72%	1%	2%	1%	23%	2%	F	NA			38000	G
	To		L Woodsto	ok												
lorth	From:															
81)	Town of Woodstock (Maint: 85)	0.38	20000	G	71%	1%	2%	1%	24%	2%	F	0.066	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	38000	G	72%	1%	2%	1%	23%	2%	F	NA			38000	C
orth	To- From:		SR 42			]										
orth 81	Town of Woodstock (Maint: 85)	1.41	21000	G	71%	1%	2%	1%	24%	2%	F	0.062	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this			G	73%	1%	2%	1%	23%	2%	F	NA	-		40000	G
	To-				. 0 / 0	<i>/</i> -		. , ,								_ `
lorth	From:		CL Woodsto													
81)	Shenandoah County	6.68	21000	G	71%	1%	2%	1%	24%	2%	F	0.062	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	40000	G	73%	1%	2%	1%	23%	2%	F	NA			40000	G
	To:		85-651													

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

		Primary ar	iu ii ilei sia	ale Not	1162			т	، جاء			1/		Dia		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- QV
	. 1						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
North	Characadach Caustu	F 4F	85-651		740/	40/	20/	40/	040/	20/	_	0.050	_		20000	_
81	Shenandoah County	5.15	20000	G	71%	1%	2%	1%	24%	2%	-	0.059	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	43000	G	73%	1%	2%	1%	23%	2%	F	NA			42000	G
lorth	To- From:		SR 55			<b>]</b>										
81)	Shenandoah County	1.75	21000	G	71%	1%	2%	1%	24%	2%	F	0.06	F		21000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	42000	G	73%	1%	2%	1%	23%	2%	F	NA			42000	G
	Ta					1										
orth	From:		US 11													
81)	Shenandoah County	0.48	24000	G	71%	1%	2%	1%	24%	2%	F	0.059	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on			G	72%	1%	2%	1%	23%	2%	F	NA			45000	(
	To:	Frederick Co														
orth		Shenandoah C				40/	20/	40/	040/	20/	_	0.050	F		04000	_
31)	Shenandoah County (Maint: 34)	0.43	24000	G	71%	1%	2%	1%	24%	2%	-	0.059	г		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on		ren County	G	72%	1% 7	2%	1%	23%	2%	F	NA			45000	(
orth	From:		idoah County													
31)	Warren County (Maint: 34)	1.29	24000	G	71%	1%	2%	1%	24%	2%	F	0.059	F		24000	(
	Combined Traffic Estimates for 2 Parallel Roadways on			G	72%	1%	2%	1%	23%	2%	F	NA			45000	(
	To:		derick Cou		1270	٦	2,0	170	2070	270	·				10000	
orth	From:		arren Coun	4												
31)	Frederick County	1.96	22000	G	78%	1%	1%	1%	19%	1%	F	0.064	F		23000	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	39000	G	77%	1%	1%	1%	19%	1%	F	NA			39000	(
	Ta		34-627			1										
orth	From:	4.54		_	700/	40/	40/	40/	400/	40/	_	0.000	_		00000	,
31)	Frederick County	4.54	22000	G	78%	1%	1%	1%	19%	1%	F -	0.063	F		23000	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	43000	G	77%	1%	1%	1%	19%	1%	F	NA			43000	(
orth	To: From:	SCI	Stephens	City		}—										
B1)	Town of Stephens City (Maint: 34)	0.10	22000	G	78%	1%	1%	1%	19%	1%	F	0.063	F		23000	(
51)	Combined Traffic Estimates for 2 Parallel Roadways on			G	77%	1%	1%	1%	19%	1%	F	NA	•		43000	(
	Tanio Estinates for 21 draio readways on				1170	7	170	170	10 70	170	•	14/1			10000	`
orth	From:	SR 277;	NCL Steph	iens City												
81)	Frederick County	3.05	26000	G	78%	1%	1%	1%	19%	1%	F	0.062	F		26000	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			49000	(
	Tax		SR 37			1										
orth	From:				7001	467	401	401	460/	401	_	0.000	_		0.4000	
31)	Frederick County	3.66	23000	G	78%	1%	1%	1%	19%	1%	F	0.066	F		24000	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	45000	G	77%	1%	1%	1%	19%	1%	F	NA			46000	(
orth	To- From:		US 50			_										
orth 31)	Frederick County	1.81	28000	Α	78%	- 1%	1%	1%	19%	1%	С	0.096	Α		28000	,
81 <i>)</i>	Combined Traffic Estimates for 2 Parallel Roadways on			Ā	77%	1%	1%	1%	19%	1%	С	0.030		0.534	57000	A

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

	1 11	inary and interst	ato r tot				Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	SCL Winches	ter		ī	ZAXIC	3 - AXIC	TTTGII	ZIII		1 actor		1 actor		
81)	City of Winchester (Maint: 34)	0.07 <b>28000</b>	A	78%	1%	1%	1%	19%	1%	С	0.096	Α		28000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>56000</b>	Α	77%	1%	1%	1%	19%	1%	С	0	Α	0.534	57000	Α
	To	NCL Winches			<b></b>										
North	From:			700/	40/	40/	40/	400/	40/	0	0.000			00000	
81	Frederick County	0.09 28000	Α	78%	1%	1%	1%	19%	1%	С	0.096	A		28000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>56000</b>	Α	77%	1%	1%	1%	19%	1%	С	0	Α	0.534	57000	Α
North	To: From:	SR 7													
(81)	Frederick County	2.07 <b>27000</b>	G	78%	1%	1%	1%	19%	1%	F	0.077	F		28000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>52000</b>	G	77%	1%	1%	1%	19%	1%	F	NA			53000	G
	To-	US 11			Ъ										
North	Frederick County	3.51 <b>24000</b>	G	78%	<b>-</b> 1%	1%	1%	19%	1%	F	0.073	F		24000	G
81					1%			19%		F		Г			G
	Combined Traffic Estimates for 2 Parallel Roadways on this		G	77%	1%	1%	1%	19%	1%	r	NA			47000	G
North	To- From:	34-672													
(81)	Frederick County	2.55 <b>24000</b>	G	78%	1%	1%	1%	19%	1%	F	0.073	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>44000</b>	G	77%	1%	1%	1%	19%	1%	F	0.068	F		45000	G
	Tay	34-669			<b>─</b>										
North 81	Frederick County	0.50 19000	G	78%	<b>-</b> 1%	1%	1%	19%	1%	F	0.079	F		19000	G
81)	Combined Traffic Estimates for 2 Parallel Roadways on this		G	77%	1%	1%	1%	19%	1%	, E	0.069	, E	0.514	39000	G
	To:	West Virginia Sta		11/0	7 '%	1 /0	1 /0	19 /0	1 /0	1	0.009	•	0.514	39000	G
South	From:	Tennessee State			Ì										
South 81	Washington County	1.06 <b>15000</b>	G	78%	1%	1%	1%	18%	1%	F	0.074	F		15000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>29000</b>	G	77%	1%	1%	1%	19%	1%	F	NA			29000	G
	To:	SCL Bristo	1		1										
South	From: L			700/	<b>_</b>	40/	40/	400/	40/	_	0.074	_		45000	_
81	City of Bristol (Maint: 95)	0.16 15000	G	78%	1%	1%	1%	18%	1%	F _	0.074	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>29000</b>	G	77%	1%	1%	1%	19%	1%	F	0.068	F	0.564	29000	G
South	To: From:	US 58, US 42	21		_										
(81) (58)	City of Bristol (Maint: 95)	3.58 <b>15000</b>	G	78%	1%	1%	1%	18%	1%	F	0.070	F		16000	G
0.7 0.0	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>31000</b>	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G
	To:	I-381			1										
South	From			700/	<b>_</b>	40/	40/	400/	40/	_	0.07-	_		04000	_
81 [58]	City of Bristol (Maint: 95)	1.25 <b>21000</b>	G	78%	1%	1%	1%	18%	1%	F	0.077	F		21000	G
~	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>46000</b>	G	77%	1%	1%	1%	20%	1%	F	NA			47000	G
South	To- From:	US 11, US 1	9		}										
(81) (58)	City of Bristol (Maint: 95)	1.99 <b>20000</b>	G	78%	1%	1%	1%	18%	1%	F	0.076	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this		G	77%	1%	1%	1%	19%	1%	F	NA			42000	G
	To:	Old Airport I			7	,-			, -	٠					-
		I i			-										

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

	•		u miersia					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	Ole	d Airport Ro	d		ī	ZANC	JIANE	TITAL	ZIIali		1 actor		i actor		
(81) (58)	City of Bristol (Maint: 95)	0.50	26000	G	78%	1%	1%	1%	18%	1%	F	0.073	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			48000	G
-	Tac	N	NCL Bristol			1										
South	Washington County	3.79	26000	G	78%	<b>-</b> 1%	1%	1%	18%	1%	E	0.073	F		26000	G
81 (58)	Combined Traffic Estimates for 2 Parallel Roadways on this			G	77%	1%	1%	1%	19%	1%	F	NA	'		48000	G
	Combined Trame Estimates for 21 arane readways of the	s route.			1170	7	1 /0	1 /0	19 /0	1 70	'	INA			40000	U
South	From:		FR-310													
(81) (58)	Washington County	1.29	17000	G	78%	1%	1%	1%	18%	1%	F	0.087	F		17000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	37000	G	77%	1%	1%	1%	20%	1%	F	NA			38000	G
South	Ta: From:		95-611			]										
(81) (58)	Washington County	1.93	21000	G	78%	1%	1%	1%	18%	1%	F	0.072	F		21000	G
(01) (30)	Combined Traffic Estimates for 2 Parallel Roadways on this		41000	G	77%	1%	1%	1%	19%	1%	F	NA			41000	G
	Tay		SR 140													
South	From:	4.40		_	700/	40/	40/	40/	400/	40/	_	0.004			04000	
81 [58]	Washington County	1.40	20000	Α -	78%	1%	1%	1%	18%	1%	С	0.094	Α		21000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	41000	F	77%	1%	1%	1%	19%	1%	С	NA			42000	F
South	Ta: From:	SC	CL Abingdor	1												
( <del>81</del> ) ( <u>58</u> )	Town of Abingdon (Maint: 95)	0.69	20000	Α	78%	1%	1%	1%	18%	1%	С	0.094	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	41000	F	77%	1%	1%	1%	19%	1%	С	0.086	Α	0.512	42000	F
	To:		SR 75			1										
South	Town of Abingdon (Maint: 95)	0.79	22000	G	78%	<b>-</b> 1%	1%	1%	18%	1%	_	0.075	F		22000	G
81 (58)	Combined Traffic Estimates for 2 Parallel Roadways on this		45000	G	77%	1%	1%	1%	20%	1%	, F	NA	'		46000	G
	Combined Traine Estimates for 2 Parallel Roadways of this				11/0	1 /0 <b>7</b>	1 /0	1 /0	20 /0	1 /0	'	INA			40000	G
South	From:	NC	CL Abingdo	n												
(81) (58)	Washington County	1.52	22000	G	78%	1%	1%	1%	18%	1%	F	0.075	F		22000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	45000	G	77%	1%	1%	1%	20%	1%	F	NA			46000	G
South	To: From:	U	S 11, US 58			]										
(81)	Washington County	3.04	17000	G	78%	1%	1%	1%	18%	1%	F	0.074	F		17000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	35000	G	77%	1%	1%	1%	19%	1%	F	NA			36000	G
	To		95-704													
South	From:	0.5-			-001	J	4.5.	461	1001	161						
81	Washington County	2.56	18000	G	78%	1%	1%	1%	18%	1%	F	0.066	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	35000	G	77%	1%	1%	1%	19%	1%	F	NA			36000	G
South	To: From:		SR 80													
South 81	Washington County	1.47	18000	G	78%	1%	1%	1%	18%	1%	F	0.064	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	35000	G	77%	1%	1%	1%	19%	1%	F	NA			35000	G
			95-737	_		<b>-</b>										-

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

							Tru	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Avle			2Trail	QC		QK		AAWDT	Q۷
From:		95_737			1	ZANC	JIANE	TTTAIL	ZIIali		i actor		i actoi		
Washington County	2 94		G	78%	<b>」</b> 1%	1%	1%	18%	1%	F	0.066	F		15000	G
3										F		•			G
To:	on the reate.			1170	٠,,,	170	170	10 70	1 70	·				02000	Ŭ
From:															
9 ,										F		F			C
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	32000	G	77%	1%	1%	1%	20%	1%	F	NA			32000	(
To: From:		US 11			]										
Washington County	1 83	16000	G	78%	1%	1%	1%	18%	1%	F	0.069	F		17000	(
ů ,										F		•			(
To:				1170	7 ' "	170	170	10 /0	1 /0	•	14/			01000	`
From:			ty Line												
Smyth County	0.92		G	78%	1%	1%	1%	18%	1%	F	0.069	F		17000	(
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	(
To- From:	SC	CL Chilhow	rie		]										
Town of Chilhowie (Maint: 86)	0.37	16000	G	78%	1%	1%	1%	18%	1%	F	0.069	F		17000	(
,										E		•			
Combined Tranic Estimates for 21 arane Roadways	or triis reduce.			1170	7	1 /0	1 /0	13 /0	1 /0	•	INA			31000	
To: From:		SR 107													
Town of Chilhowie (Maint: 86)	0.15	14000	G	78%	1%	1%	1%	18%	1%	F	0.081	F		15000	(
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	(
To	No	CL Chilhow	лie		<del> </del>										
Smyth County	3 72	14000	G	70%	10/	10/	10/	100/	10/	_	0.091	_		15000	(
,												Г			(
Combined Tranic Estimates for 2 Parallel Roadways	s on this Route.		G	1170	170	1 70	1 70	1970	1 70	Г	INA			30000	,
To: From:		US 11 S													
Smyth County	3.80	15000	G	78%	1%	1%	1%	18%	1%	F	0.086	F		15000	(
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	(
Tax		US 11 N			<b>—</b>										
From:	1.01			700/	40/	10/	10/	100/	10/	_	0.07	_		14000	,
, ,										-		г			(
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	28000	G	77%	1%	1%	1%	19%	1%	F	NA			29000	•
Ta: From:		86-730													
Smyth County	0.66	15000	G	78%	1%	1%	1%	18%	1%	F	0.086	F		15000	
Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	(
To: T					1										
From:				-00/	<b>-</b>	40/	40/	400/	101	_		_		4=00-	_
	0 00	15000	G	78%	1%	1%	1%	18%	1%	F	0.086	F		15000	- (
Town of Marion (Maint: 86) Combined Traffic Estimates for 2 Parallel Roadways	0.22		G	77%	1%	1%	1%	19%	1%	•	NA	•		30000	(
	Washington County Combined Traffic Estimates for 2 Parallel Roadways  Washington County Combined Traffic Estimates for 2 Parallel Roadways  Washington County Combined Traffic Estimates for 2 Parallel Roadways  Smyth County Combined Traffic Estimates for 2 Parallel Roadways  Town of Chilhowie (Maint: 86) Combined Traffic Estimates for 2 Parallel Roadways  Town of Chilhowie (Maint: 86) Combined Traffic Estimates for 2 Parallel Roadways  Smyth County Combined Traffic Estimates for 2 Parallel Roadways  Smyth County Combined Traffic Estimates for 2 Parallel Roadways  Smyth County Combined Traffic Estimates for 2 Parallel Roadways  Smyth County Combined Traffic Estimates for 2 Parallel Roadways  Smyth County Combined Traffic Estimates for 2 Parallel Roadways  Smyth County Combined Traffic Estimates for 2 Parallel Roadways  Smyth County Combined Traffic Estimates for 2 Parallel Roadways  Smyth County Combined Traffic Estimates for 2 Parallel Roadways  Smyth County Combined Traffic Estimates for 2 Parallel Roadways	Washington County 2.94 Combined Traffic Estimates for 2 Parallel Roadways on this Route:    Washington County   2.88	Vashington County   2.94   15000	Vashington County	Washington County	Washington County	Washington County   2.94   15000   G   78%   1%   1%   1%   1%   1%   1%   1%	Vashington County	Vashington County   2.94   15000   G   78%   1%   1%   1%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%   18%	Vashington County	Mashington County   2.94   15000   G   78%   1%   1%   18%   1%   F	Mashington County   2.94   15000   G   78%   1%   1%   18%   1%   F   0.066	Vashington County   2.94   15000   G   78%   1%   1%   18%   1%   F   0.066   F	Washington County   2.94   15000   G   78%   1%   1%   18%   1%   F   0.066   F	Washington County   2.94   15000   G   78%   1%   1%   18%   1%   F   0.066   F   15000   C   15000   C   77%   1%   1%   1%   18%   1%   F   0.066   F   15000   C   77%   1%   1%   1%   18%   1%   F   0.068   F   15000   C   77%   1%   1%   1%   18%   1%   F   0.068   F   15000   C   77%   1%   1%   1%   18%   1%   F   0.068   F   15000   C   77%   1%   1%   1%   18%   1%   F   0.068   F   15000   C   77%   1%   1%   1%   18%   1%   F   0.068   F   15000   C   77%   1%   1%   1%   18%   1%   F   0.068   F   15000   C   77%   1%   1%   1%   18%   1%   F   0.068   F   15000   C   77%   1%   1%   1%   18%   1%   F   0.069   F   17000   C   17000

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	···	illially all	<u></u>					Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
South	From:	E	CL Marion			1	Z/ VIC	0.700	TTTGII	ZIIGII		1 40101		1 40101		
81)	Smyth County		15000	G	78%	1%	1%	1%	18%	1%	F	0.086	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			30000	G
	Toc	St	CL Marion			1										
South	Town of Marion (Maint: 86)		15000	G	78%	<b>-</b> 1%	1%	1%	18%	1%	F	0.086	F		15000	G
81	Combined Traffic Estimates for 2 Parallel Roadways on this			G	77%	1%	1%	1%	19%	1%	F	NA	'		30000	G
	Combined Traine Estimates for 21 arane recausays on this	, reduce.			11 /0	1 /0 <b>7</b>	1 /0	1 70	13 /0	1 /0	'	INA			30000	O
South	From:		SR 16													
81)	Town of Marion (Maint: 86)		16000	G	78%	1%	1%	1%	18%	1%	F	0.078	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G
South	To- From:	N	CL Marion			_										
81)	Smyth County	1.90	16000	G	78%	1%	1%	1%	18%	1%	F	0.078	F		16000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G
	To		US 11			1										
South	From:	0.04		_	700/	40/	40/	40/	400/	40/	_	0.00	_		40000	_
81	Smyth County	2.64	13000	G	78%	1%	1%	1%	18%	1%	-	0.08	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	27000	G	77%	1%	1%	1%	19%	1%	F	NA			27000	(
outh	Tac From:		86-622			_										
81)	Smyth County	4.22	13000	G	78%	1%	1%	1%	18%	1%	F	0.068	F		13000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	26000	G	77%	1%	1%	1%	19%	1%	F	NA			27000	(
	To- From-		86-683			1										
South	Smyth County	2.30	13000	F	78%	1%	1%	1%	18%	1%	_	0.070	F		13000	F
81	Combined Traffic Estimates for 2 Parallel Roadways on this			F	77%	1%	1%	1%	19%	1%	r F	NA	'		26000	F
	To:		ne County L		11/0	1 ''	1 /0	1 /0	19 /0	1 /0	'	INA			20000	'
South	From:	Smyt	h County L	ine												
81)	Wythe County	3.33	13000	F	78%	1%	1%	1%	18%	1%	F	0.070	F		13000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	26000	F	77%	1%	1%	1%	19%	1%	F	NA			26000	F
South	To: From:		SR 90			]										
81)	Wythe County	6.54	13000	F	78%	1%	1%	1%	18%	1%	F	0.074	F		14000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	28000	F	77%	1%	1%	1%	20%	1%	F	NA			28000	F
	To		US 11			1										
outh	From:	4.00		_	700/	407	407	407	400/	407	_	0.074	_		40000	_
81	Wythe County		12000	F	78%	1%	1%	1%	18%	1%	-	0.071	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this			F	77%	1%	1%	1%	20%	1%	F	NA			26000	F
South	To: From:	SCI	L Wythevill	le												
South 81)	Town of Wytheville (Maint: 98)	2.71	12000	F	78%	1%	1%	1%	18%	1%	F	0.071	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	25000	F	77%	1%	1%	1%	20%	1%	F	NA			26000	F
	To:	US	S 21; US 52			1										

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

_		FIIIIdi y di	ia irriciote	10 1 100	1100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	20vlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	I	JS 21: US 52	2		1	ZAXIC	JTAXIE	TITAL	ZIIali		i actor		1 actor		
(81) (52)	Town of Wytheville (Maint: 98)	1.99	15000	F	78%	1%	1%	1%	18%	1%	F	0.071	F		15000	F
01) (32)	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	29000	F	77%	1%	1%	1%	19%	1%	F	NA			29000	F
	To		77 Wythevil	ام			.,.	.,.		.,,						
South North	From:				740/	40/	00/	00/	040/	00/	_	0.070	_		00000	_
81 77 52	Town of Wytheville (Maint: 98)	1.29	25000	F	71%	1%	2%	0%	24%	2%	F	0.076	F		23000	-
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	49000	F	72%	1%	1%	0%	24%	2%	F	NA			45000	F
South North	Ta: From:		US 11			_										
(81) $(77)$ $(11)$ $(52)$	Town of Wytheville (Maint: 98)	0.93	25000	В	71%	1%	2%	0%	24%	2%	С	0.119	Α		23000	В
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	52000	F	72%	1%	1%	0%	24%	2%	С	NA			50000	F
O. H. N. H.	To: From:	NO	CL Wythevil	lle		<del> </del>										
South North $(81)$ $(77)$ $(11)$ $(52)$	Wythe County	2.37	25000	В	71%	1%	2%	0%	24%	2%	С	0.119	Α		23000	В
81 77 (11) (52)	Combined Traffic Estimates for 2 Parallel Roadways or			F	72%	1%	1%	0%	24%	2%	С	0.110	Α	0.501	50000	F
	Tame Estimates for 21 drailer readways of	Tulio reduc.		•	7270	7	170	0 70	Z-T /0	270	O	O		0.501	30000	•
South North	From:		FR-43													
(81) (77) {11} {52}	Wythe County	2.31	25000	F	71%	1%	2%	0%	24%	2%	F	0.069	F		23000	F
$\circ \circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	50000	F	72%	1%	1%	0%	24%	2%	F	NA			47000	F
South North	To- From:	U	S 52; SR 12	21		]—										
(81) (77) (11)	Wythe County	0.93	25000	F	71%	1%	2%	0%	24%	2%	F	0.072	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	51000	F	72%	1%	1%	0%	24%	2%	F	NA			47000	F
	Too	I-77	7 Fort Chisw	vell		1										
South	From: L				700/	40/	40/	40/	220/	20/	_	0.075	_		40000	_
81 11	Wythe County	3.20	18000	F	73%	1%	1%	1%	23%	2%	F	0.075	F		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:		F	72%	1%	1%	1%	24%	2%	F	NA			37000	F
South	To: From:		98-619			-										
(81) (11)	Wythe County	1.96	17000	F	73%	1%	1%	1%	23%	2%	F	0.078	F		17000	F
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	35000	F	72%	1%	1%	1%	24%	2%	F	NA			35000	F
Country	To: From:		98-618			1—										
South (81) (11)	Wythe County	1.21	19000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		19000	G
(81) (11)	Combined Traffic Estimates for 2 Parallel Roadways or			G	72%	1%	1%	1%	24%	2%	F	0.070	F	0.522	38000	G
	To:		ski County I		12/0	7 ' "	170	1 70	Z-T /0	270	•	0.070	•	0.022	30000	J
South	From:		he County I													
(81) {11}	Pulaski County	2.71	19000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	38000	G	72%	1%	1%	1%	24%	2%	F	NA			38000	G
South	To: From:		US 11			]—										
(81) (100)	Pulaski County	2.77	19000	G	73%	1%	1%	1%	23%	2%	F	0.078	F		19000	G
01) (100)	Combined Traffic Estimates for 2 Parallel Roadways or			G	72%	1%	1%	1%	24%	2%	F	NA	-		40000	G
	To:		ector Road I		. = /0	7	. 70	. 70	, 0	_,,	•				.5000	_
						•										

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

Route  outh 81)  (100)	Jurisdiction Length	AADT	~ ^		_		Tru	ICK			K		Dir		
$\overline{}$			QΑ	4Tire	Bus					QC	_	QK		AAWDT	QW
$\overline{}$	. 1					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
81 / (100 /		ector Road I		73%	10/	10/	10/	220/	20/	_	0.00	F		10000	G
	Pulaski County 1.91	19000	G		1%	1%	1%	23%	2%	F	80.0	г		19000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	72%	1%	1%	1%	24%	2%	F	NA			37000	G
outh	To- From:	SR 99			_										
81) (100)	Pulaski County 4.39	19000	G	73%	1%	1%	1%	23%	2%	F	0.078	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	39000	G	72%	1%	1%	1%	24%	2%	F	NA			39000	G
	Toc	SR 100			1										
outh	Pulaski Caustu 240			700/	40/	40/	40/	220/	20/	_	0.070	_		22222	_
81	Pulaski County 2.40	22000	G	73%	1%	1%	1%	23%	2%	-	0.073	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	45000	G	72%	1%	1%	1%	24%	2%	F	NA			44000	G
outh	To- From:	77-660			<u> </u>										
81)	Pulaski County 3.62	21000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		21000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	41000	G	72%	1%	1%	1%	24%	2%	F	NA			41000	G
		omery Coun													
outh		ski County l		700/	10/	40/	40/	000/	00/	_	0.074	_		04000	_
81)	Montgomery County 0.61	21000	G	73%	1%	1%	1%	23%	2%	-	0.074	F		21000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	41000	G	72%	1%	1%	1%	24%	2%	F	NA			41000	G
outh	To- From:	SR 232			}—										
81)	Montgomery County 4.01	19000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	36000	G	72%	1%	1%	1%	24%	2%	F	NA			36000	G
	To-	SR 177			1										
outh	From:			700/	40/	40/	40/	000/	00/	_	0.404			00000	
81)	Montgomery County 4.78	20000	Α -	73%	1%	1%	1%	23%	2%	С	0.101	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	41000	В	72%	1%	1%	1%	24%	2%	С	NA			41000	В
outh	To: From:	SR 8			_										
81)	Montgomery County 0.03	23000	G	73%	1%	1%	1%	23%	2%	F	0.070	F		22000	G
3.)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	45000	G	72%	1%	1%	1%	24%	2%	F	0.068	F	0.525	44000	G
	To SCI	. Christiansl	niro		7										
outh	From:			700/	40/	40/	40/	000/	00/	_	0.070	_		00000	_
81)	Town of Christiansburg (Maint: 60) 4.27	23000	G	73%	1%	1%	1%	23%	2%	-	0.070	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	45000	G	72%	1%	1%	1%	24%	2%	F	NA			44000	G
outh	To: From:	IS 11 US 46	0		<u> </u>										
81)	Town of Christiansburg (Maint: 60) 0.34	24000	G	73%	1%	1%	1%	23%	2%	F	0.067	F		23000	G
3.1)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	49000	G	72%	1%	1%	1%	24%	2%	F	0.063	F	0.520	48000	G
	·	_ Christiansl						• •							
outh	From:														
81)	Montgomery County 9.39	24000	G	73%	1%	1%	1%	23%	2%	F	0.067	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	72%	1%	1%	1%	24%	2%	F	NA			48000	G
	To:	0-603 Ironto	0												

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

			nd Intersta	10110				Tru	ıok			V	Di	<u> </u>	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK Di	AAWDT	r QW
0 "	From		0.6021			1	ZAXIE	3+Axle	TITAL	21 raii		Factor	Fac	or	
South 81	Montgomony County	2.06	0-603 Ironto 28000	F	73%	」 1%	1%	1%	23%	2%	F	0.074	F	28000	_
81)	Montgomery County										•		Г		
	Combined Traffic Estimates for 2 Parallel Roadways or		oke County	F	72%	1% 7	1%	1%	24%	2%	F	NA		53000	F
South	From:		omery County												
81)	Roanoke County	2.03	28000	F	73%	1%	1%	1%	23%	2%	F	0.074	F	28000	F
(01)	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	53000	F	72%	1%	1%	1%	24%	2%	F	NA		53000	F
2. #	Ta: From:	80-64	7 Dow Hollo	ow Rd		1									
South 81	Roanoke County	4.40	26000	F	73%	<b>-</b> 1%	1%	1%	23%	2%	F	0.084	F	26000	F
01)	Combined Traffic Estimates for 2 Parallel Roadways or			F	72%	1%	1%	1%	24%	2%	F	NA	•	52000	F
	To		SCL Salem			·	.,.	.,,							-
South 81	City of Colom (Mainty 20)			-	720/	<b>」</b> 1%	10/	10/	220/	20/	F	0.004	F	26000	_
81)	City of Salem (Maint: 80)	0.28	26000	F	73%		1%	1%	23%	2%	•	0.084	Г	26000	
	Combined Traffic Estimates for 2 Parallel Roadways or	1 this Route:	53000	F	72%	1%	1%	1%	24%	2%	F	NA		52000	F
South	To: From:	SR 1	12 Wildwoo	d Rd		_									
81)	City of Salem (Maint: 80)	0.14	33000	F	73%	1%	1%	1%	23%	2%	F	0.077	F	33000	F
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	65000	F	72%	1%	1%	1%	24%	2%	F	NA		65000	F
	Tax		NCL Salem			1									
South	From:				700/	40/	40/	40/	000/	00/	_	0.077	_	00000	_
81	Roanoke County	2.85	33000	F	73%	1%	1%	1%	23%	2%	-	0.077	F	33000	-
	Combined Traffic Estimates for 2 Parallel Roadways or	1 this Route:	65000	F	72%	1%	1%	1%	24%	2%	F	NA		65000	F
South	To: From:	SR 311 Th	nompson Me	morial l	Or	J									
81)	Roanoke County	1.37	31000	F	73%	1%	1%	1%	23%	2%	F	0.088	F	31000	F
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	60000	F	72%	1%	1%	1%	24%	2%	F	NA		60000	F
	To:	SR	419 Electric	Rd		1									
South	Roanoke County	2.21	36000	F	73%	<b>-</b> 1%	1%	1%	23%	2%	F	0.083	F	36000	_
81	•												Г		
	Combined Traffic Estimates for 2 Parallel Roadways or	1 this Route:	74000	F	72%	1%	1%	1%	24%	2%	F	NA		73000	F
South	To: From:		I-581			_									
81) (220)	Roanoke County	3.15	28000	F	79%	1%	1%	1%	17%	1%	С	0.107	В	28000	F
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	56000	F	78%	1%	1%	1%	19%	1%	С	NA		56000	F
	Tac	SR 1	15 Plantation	n Rd		1									
South	Pooneka County			F	79%	<b>-</b> 1%	10/	1%	17%	10/	_	0.000	F	27000	_
81 220	Roanoke County	0.39	27000				1%			1%	г -	0.090	Г		
	Combined Traffic Estimates for 2 Parallel Roadways or		ourt County	F	78%	1%	1%	1%	18%	1%	F	NA		51000	F
South	From:		ourt County oke County			1									
81) 220	Botetourt County	3.17	27000	F	79%	」 1%	1%	1%	17%	1%	F	0.090	F	27000	F
01/(220)	Combined Traffic Estimates for 2 Parallel Roadways or			F	78%	1%	1%	1%	18%	1%	F	NA	•	51000	F
			31000		10/0	1 /0	1 /0	1 /0	10 /0	1 /0					

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

				ate Rol				T.,,	ıolı			I/		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- QV
	. [					1	2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
South	Pototourt County	6.10	US 220		65%	10/	20/	00/	200/	20/	_	0.060	F		10000	_
81	Botetourt County	6.19	19000	G		1%	2%	0%	29%	2%	-	0.068	г		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	39000	G	64%	1%	2%	0%	31%	2%	F	NA			38000	G
South	To- From:		11-640			_										
81)	Botetourt County	11.30	19000	G	65%	1%	2%	0%	29%	2%	F	0.070	F		18000	G
3.)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	36000	G	64%	1%	2%	0%	30%	2%	F	NA			33000	G
	To	IIS 11	South of Bu	ichanan		1										
outh	From:										_					_
81)	Botetourt County	0.88	17000	В	65%	1%	2%	0%	29%	2%	С	0.120	Α		16000	В
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	34000	В	64%	1%	2%	0%	31%	2%	С	NA			32000	В
outh	To: From:		11-614			]										
81) (11)	Botetourt County	5.20	15000	G	65%	1%	2%	0%	29%	2%	F	0.069	F		13000	G
0) (1)	Combined Traffic Estimates for 2 Parallel Roadways			G	64%	1%	2%	0%	31%	2%	F	NA	•		29000	G
	To:		ridge Count		0470	٦ ' ٪	270	070	0170	270	•	14/1			20000	
outh	From:		ourt County	-												
31) (11)	Rockbridge County	1.86	15000	G	65%	1%	2%	0%	29%	2%	F	0.069	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	31000	G	64%	1%	2%	0%	31%	2%	F	0.065	F	0.505	29000	(
	Tay	US 11	North of Bu	ıchanan		<b>−</b>										
outh	Rockbridge County	5.24	16000	G	65%	<b>-</b> 1%	20/	0%	29%	2%	_	0.067	F		15000	c
31)	g ,						2%				г -		Г			
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	32000	G	64%	1%	2%	0%	31%	2%	г	NA			30000	G
outh	To: From:		US 11													
81)	Rockbridge County	7.97	18000	G	65%	1%	2%	0%	29%	2%	F	0.066	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	37000	G	64%	1%	2%	0%	31%	2%	F	NA			34000	G
	To:		US 60			1										
outh	From:			_		<b>-</b>					_		_			_
81)	Rockbridge County	2.67	18000	G	65%	1%	2%	0%	29%	2%	F	0.069	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	38000	G	64%	1%	2%	0%	31%	2%	F	NA			36000	G
outh East	To: From:		I-64			]										
81) (64)	Rockbridge County	3.66	17000	G	66%	1%	2%	1%	28%	2%	F	0.069	F		16000	G
61) (64)	Combined Traffic Estimates for 2 Parallel Roadways			G	66%	1%	2%	0%	29%	2%	F	NA	•		34000	(
	Table 1 Table 2 Salmates 161 2 Table 1 Teacher 1 Teacher 1				0070	٠,,,	270	070	20 70	270	•				01000	`
outh East	From:	US II I	North of Le	xıngton												
31) (64)	Rockbridge County	5.59	21000	G	66%	1%	2%	1%	28%	2%	F	0.069	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	40000	G	66%	1%	2%	0%	29%	2%	F	NA			37000	G
	To:		81-710			1										
outh East	Pool/bridge County	4 44			660/	40/	20/	10/	200/	20/	_	0.064	F		10000	_
	Rockbridge County	4.41	21000	G	66%	1%	2%	1%	28%	2%	г	0.004	Г		19000	G
81 64	Combined Traffic Estimates for 2 Parallel Roadways	and the Day of	44000	G	66%	1%	2%	0%	29%	2%	_	NA			38000	G

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

			iu ii ilei sia					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010			2Trail	QC		QK		AAWDT	QW
Carith Fast	From		81-606			1	ZAXIE	3+Axle	IIIali	ZITAII		Factor		Factor		
South East	Rockbridge County	0.33	21000	Α	66%	」 1%	2%	1%	28%	2%	С	0.121	Α		19000	Α
81 64	3 ,												А			
	Combined Traffic Estimates for 2 Parallel Roadways		ısta County	B Line	66%	1% 7	2%	0%	29%	2%	С	NA			39000	В
South East	From:		ridge Count													
(81) (64)	Augusta County	7.96	21000	Α	66%	1%	2%	1%	28%	2%	С	0.121	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	42000	В	66%	1%	2%	0%	29%	2%	С	0.065	Ν		39000	В
South East	To From:	US 11 1	North of Gre	eenville		}—										
81 (64)	Augusta County	4.64	20000	G	66%	1%	2%	1%	28%	2%	F	0.07	F		19000	G
01) 04)	Combined Traffic Estimates for 2 Parallel Roadways			G	66%	1%	2%	0%	29%	2%	F	NA			39000	G
	To		07-654			1										
South East (81) (64)	Augusta County	2.56	20000	G	66%	1%	2%	1%	28%	2%	F	0.079	F		18000	G
81) (64)	Combined Traffic Estimates for 2 Parallel Roadways			G	66%	1%	2%	0%	29%	2%	F	NA	•		40000	G
	Tallic Estimates for 21 drailer readways	on this reduc.			0070	7	270	070	25 /0	270	'	14/3			40000	J
South East	From:		SR 262													
(81) (64)	Augusta County	0.65	26000	G	66%	1%	2%	1%	28%	2%	F	0.075	F		24000	G
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	52000	G	66%	1%	2%	0%	29%	2%	F	NA			48000	G
South	To- From:		I-64			]										
81)	Augusta County	1.36	32000	G	74%	1%	1%	1%	21%	2%	F	0.076	F		31000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways			G	73%	1%	2%	1%	23%	2%	F	NA	•		60000	G
	Table 1 Table 2 Samates 161 2 Table 1 Readways	or the reate.			1070	۰٬٬۰	2,70	170	2070	270	•				00000	Ŭ
South	From:		US 250													
(81)	Augusta County	3.10	28000	G	74%	1%	1%	1%	21%	2%	F	0.063	F		28000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	54000	G	73%	1%	2%	1%	23%	2%	F	NA			54000	G
South	To: From	SR 275 W	oodrow Wi	lson Pkw	у	}—										
81)	Augusta County	2.11	26000	G	74%	1%	1%	1%	21%	2%	F	0.071	F		26000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways			G	73%	1%	2%	1%	23%	2%	F	NA			50000	G
	To				. 0 / 0	٠,,٠	_,,	. , 0	2070	_,,	•				00000	
South	From:		07-612													
(81)	Augusta County	7.56	23000	G	74%	1%	1%	1%	21%	2%	F	0.073	F		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	45000	G	73%	1%	2%	1%	23%	2%	F	NA			44000	G
Pauth	To- From:		SR 256			]										
South 81	Augusta County	1.53	23000	F	74%	- 1%	1%	1%	21%	2%	F	0.067	F		22000	F
(81)	Combined Traffic Estimates for 2 Parallel Roadways			F	73%	1%	2%	1%	23%	2%	F	NA	'		45000	F
	To:		gham Coun		1370	7	∠70	1 70	2370	∠ 70	Г	INA			43000	Г
South	From		ista County	_												
South 81	Rockingham County	3.28	23000	F	74%	1%	1%	1%	21%	2%	F	0.067	F		22000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	45000	F	73%	1%	2%	1%	23%	2%	F	NA			45000	F
	<u></u>		SR 257			_										

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

		riiiiai y ai						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		SR 257			1	27 0.10	0.777	TTTGII	211011		1 40101		1 40101		
81)	Rockingham County	2.25	23000	F	74%	1%	1%	1%	21%	2%	F	0.07	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	45000	F	73%	1%	2%	1%	23%	2%	F	NA			45000	F
	To	SC	L Harrisonb	urg		1										
South	City of Harrisonburg (Maint: 82)	1.01	23000	F	74%	<b>-</b> 1%	1%	1%	21%	2%	F	0.07	F		23000	F
81	Combined Traffic Estimates for 2 Parallel Roadways o			F	73%	1%	2%	1%	23%	2%	F	NA	•		45000	F
	Tallice Traine Estimates for 21 araner readways o	ii tiiis i toute.		•	7570	1 <i>7</i> 0	270	170	20 /0	270	•	INA			43000	
South	From:		US 11													
(81)	City of Harrisonburg (Maint: 82)	2.63	24000	F	74%	1%	1%	1%	21%	2%	С	0.102	В		23000	F
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	48000	F	73%	1%	2%	1%	23%	2%	С	NA			47000	F
South	To From:	Port Rep	public Road	82-659		]										
81)	City of Harrisonburg (Maint: 82)	1.50	23000	F	74%	1%	1%	1%	21%	2%	F	0.069	F		23000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	47000	F	73%	1%	2%	1%	23%	2%	F	NA			47000	F
	To-		US 33			1										
South 81	City of Harrisonburg (Maint: 82)	1.30	25000	F	74%	<b>-</b> 1%	1%	1%	21%	2%	F	0.07	F		24000	F
81)	Combined Traffic Estimates for 2 Parallel Roadways o			F	73%	1%	2%	1%	23%	2%	F	NA	•		45000	F
	Combined Traine Estimates for 21 arailer (Coddways o			-	7570	1 /0 <b>7</b>	2 /0	1 70	25 /0	270	'	INA			43000	'
South	From:		L Harrisonb	ourg												
81)	Rockingham County	2.40	25000	F	74%	1%	1%	1%	21%	2%	F	0.07	F		24000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	45000	F	73%	1%	2%	1%	23%	2%	F	NA			45000	F
South	To- From:		US 11			]										
81)	Rockingham County	6.85	21000	F	74%	1%	1%	1%	21%	2%	F	0.066	F		21000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	44000	F	72%	1%	2%	1%	23%	2%	F	NA			44000	F
	To:		US 11			Т										
South 81	Rockingham County	5.86	18000	F	74%	<b>-</b> 1%	1%	1%	21%	2%	_	0.068	F		18000	F
81)	Combined Traffic Estimates for 2 Parallel Roadways o			F	73%	1%	2%	1%	23%	2%	F	NA	•		36000	F
	Te:		ndoah Coun		7370	7 ' "	270	1 70	25 /0	270	'	INA			30000	'
South	From:		igham Coun	_												
(81)	Shenandoah County	0.92	18000	F	74%	1%	1%	1%	21%	2%	F	0.068	F		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	36000	F	73%	1%	2%	1%	23%	2%	F	NA			36000	F
South	To- From:	SC	L New Mar	ket												
81)	Town of New Market (Maint: 85)	0.24	18000	F	74%	1%	1%	1%	21%	2%	F	0.068	F		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways o		36000	F	73%	1%	2%	1%	23%	2%	F	NA			36000	F
	To		US 211			1										
South	From:	0.04			740/	40/	40/	40/	040/	00/	_	0.000	_		47000	_
81	Town of New Market (Maint: 85)	0.61	17000	G	74%	1%	1%	1%	21%	2% 2%	F	0.068	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways o	'n this Ruite.	37000	G	72%	1%	2%	1%	23%	- 10/2	⊢ ⊢	NA			37000	G

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

	<u> </u>	and intersi					Tru	ıck			K		Dir		
Route	Jurisdiction Leng	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	NCL New Ma	rket		1	2, 540	0 17 040	1110	211011		1 dotoi		1 40101		
( <del>81</del> )	Shenandoah County 3.5	1 <b>17000</b>	G	74%	1%	1%	1%	21%	2%	F	0.068	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	te: <b>37000</b>	G	72%	1%	2%	1%	23%	2%	F	NA			37000	G
	To	85-730			1										
South	Shenandoah County 4.5		G	74%	<b>-</b> 1%	1%	1%	21%	2%	_	0.064	F		18000	G
81	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		G	73%	1%	2%	1%	23%	2%		0.064 NA	г		36000	G
	Combined Traffic Estimates for 2 Farallel Roadways off this Roa		<u> </u>	13%	170	270	170	23 70	270	Г	INA			30000	G
South	To- From:	85-703													
(81)	Shenandoah County 3.4		G	74%	1%	1%	1%	21%	2%	F	0.066	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>40000</b>	G	72%	1%	2%	1%	23%	2%	F	NA			40000	G
South	To- From:	85-614			]										
81)	Shenandoah County 2.1	9 <b>19000</b>	G	74%	1%	1%	1%	21%	2%	F	0.067	F		19000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	te: <b>39000</b>	G	73%	1%	2%	1%	23%	2%	F	NA			39000	G
	To-	SR 185			····		.,,			•					
outh	From				40/	40/	40/	0.10/	201	_		_		10000	
81)	Shenandoah County 3.3		G	74%	1%	1%	1%	21%	2%	F	0.069	F		18000	G
~	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>38000</b>	G	72%	1%	2%	1%	23%	2%	F	NA			38000	G
outh	Ta- From:	SCL Woodst	ock		]										
81)	Town of Woodstock (Maint: 85) 0.6	9 <b>18000</b>	G	74%	1%	1%	1%	21%	2%	F	0.069	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	te: 38000	G	72%	1%	2%	1%	23%	2%	F	NA			38000	G
	To-	SR 42			1										
South	Town of Woodstock (Maint: 85) 1.0		G	74%	1%	1%	1%	21%	2%	_	0.075	F		19000	G
81	,								2% 2%	F		Г			
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		G	73%	1%	2%	1%	23%	270	Г	NA			40000	G
South	In- From:	NCL Woodst	ock												
81)	Shenandoah County 7.1	7 <b>19000</b>	G	74%	1%	1%	1%	21%	2%	F	0.075	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>40000</b>	G	73%	1%	2%	1%	23%	2%	F	NA			40000	G
Courth	To- From:	85-651			]										
South 81)	Shenandoah County 5.2	9 22000	G	74%	1%	1%	1%	21%	2%	F	0.068	F		22000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		G	73%	1%	2%	1%	23%	2%	F	NA	•		42000	
	To Table 2 of the Political Politica			1070	¬ '/º	270	170	2070	270	•	100			42000	`
outh	From:	SR 55													
81)	Shenandoah County 1.6		G	74%	1%	1%	1%	21%	2%	F	0.073	F		21000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>42000</b>	G	73%	1%	2%	1%	23%	2%	F	NA			42000	C
couth	To: From	US 11			]—										
South 81)	Shenandoah County 0.0	7 <b>21000</b>	G	74%	1%	1%	1%	21%	2%	F	0.082	F		21000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		G	72%	1%	2%	1%	23%	2%	F	NA	,		45000	G
		County Main			٠,٠٠	<u>~</u> /0	1 /0	20 /0	<b>2</b> /0	'	14/7			-5000	J

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

-		FIIIIal y al	ia interot	ato i toc	1100			Tru	ol.			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	_ K	QK	Dir	AAWDT	QW
-	From	gi 1.1.6			D 1	1	2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
South	Shanandaah Caunty (Mainty 24)	Shenandoah C 0.43	21000	tenance   G	Break 74%	」 1%	1%	1%	21%	2%	F	0.082	F		21000	G
81	Shenandoah County (Maint: 34)												Г			
	Combined Traffic Estimates for 2 Parallel Roadways		ren County	G Line	72%	1%	2%	1%	23%	2%	F	NA			45000	G
South	From:		ndoah County			1										
(81)	Warren County (Maint: 34)	1.15	21000	G	74%	1%	1%	1%	21%	2%	F	0.082	F		21000	G
(81)	Combined Traffic Estimates for 2 Parallel Roadways			G	72%	1%	2%	1%	23%	2%	F	NA			45000	G
	To:		rick County		1270	٦ ' ٪	270	1 70	2070	270	•				10000	Ü
South	From:	War	ren County	Line												
( <del>81</del> )	Frederick County	0.26	21000	G	74%	1%	1%	1%	21%	2%	F	0.082	F		21000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	45000	G	72%	1%	2%	1%	23%	2%	F	NA			45000	G
	To:		I-66			1										
South	From: L			_							_		_			_
(81)	Frederick County	1.95	16000	G	77%	1%	2%	1%	19%	1%	F	0.076	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	39000	G	77%	1%	1%	1%	19%	1%	F	NA			39000	G
Courth	To: From:		34-627			}—										
South 81	Frederick County	4.28	20000	G	77%	_ 1%	2%	1%	19%	1%	F	0.081	F		20000	G
(81)	Combined Traffic Estimates for 2 Parallel Roadways			G	77%	1%	1%	1%	19%	1%	· F	NA	'		43000	G
	Combined Trainic Estimates for 2 Parallel Roadways				1170	170	170	1 70	1970	1 70	Г	INA			43000	G
South	Ta: From:	SCI	L Stephens	City												
(81)	Town of Stephens City (Maint: 34	1) 0.10	20000	G	77%	1%	2%	1%	19%	1%	F	0.081	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	43000	G	77%	1%	1%	1%	19%	1%	F	NA			43000	G
	To	NC	L Stephens	City												
South	From:		•													
(81)	Frederick County	0.42	20000	G	77%	1%	2%	1%	19%	1%	F	0.081	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	43000	G	77%	1%	1%	1%	19%	1%	F	NA			43000	G
0 "	To:		SR 277			1										
South	From:	2.05	22222		770/	40/	20/	40/	400/	40/	F	0.070	F		22200	_
81	Frederick County	2.95	22000	G	77%	1%	2%	1%	19%	1%	•	0.072	г		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			49000	G
South	To: From:		SR 37			}										
(81)	Frederick County	3.50	22000	G	77%	1%	2%	1%	19%	1%	F	0.084	F		22000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways		45000	G	77%	1%	1%	1%	19%	1%	F	NA			46000	G
	To F	or the reduct			1170	٠,,,	170	170	10 70	170	·				10000	Ü
South	From:		SR 50													
( <del>81</del> )	Frederick County	1.65	28000	Α	77%	1%	2%	1%	19%	1%	С	0.097	Α		29000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	56000	Α	77%	1%	1%	1%	19%	1%	С	NA			57000	Α
	To:	90	CL Winches	ter		1										
South (81)	From: L				<b></b>	401	601	461	4007	401	_	0.00-			00000	
(81)	City of Winchester (Maint: 34)	0.07	28000	Α	77%	1%	2%	1%	19%	1%	С	0.097	Α		29000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways			Α	77%	1%	1%	1%	19%	1%	С	0	Α	0.534	57000	Α
	To:	NO	CL Winches	ter												

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

		Primary ar	iu ii ilei sia	ile Not	iles			Tru	ı alı			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010			2Trail	QC	K	QK	Dir	AAWDT	QW
Courth	From:	N/C	CL Winchest	to #		1	ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
South 81	Frederick County	0.26	28000	A	77%	」 1%	2%	1%	19%	1%	С	0.097	Α		29000	Α
(61)	Combined Traffic Estimates for 2 Parallel Roadways			A	77%	1%	1%	1%	19%	1%	С	0.007	Α	0.534	57000	Α
	Tallet Trailet Estimates for 21 arailet Roadways o	OIT till3 Troute.			7770	۱ <i>/</i> ۵	1 /0	170	10 /0	1 70	O	O	^	0.554	37000	
South	From:		SR 7													
81)	Frederick County	2.20	25000	G	77%	1%	2%	1%	19%	1%	F	0.065	F		25000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	52000	G	77%	1%	1%	1%	19%	1%	F	NA			53000	G
South	To: From:		US 11			}										
(81)	Frederick County	3.62	22000	G	77%	1%	2%	1%	19%	1%	F	0.068	F		23000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways			G	77%	1%	1%	1%	19%	1%	F	NA			47000	G
	To		34-672				.,.			.,.						
South	From:															
81)	Frederick County	2.41	21000	G	77%	1%	2%	1%	19%	1%	F	0.065	F		21000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	44000	G	77%	1%	1%	1%	19%	1%	F	NA			45000	G
South	To: From:		34-669			}—										
South 81	Frederick County	0.23	20000	G	77%	1%	2%	1%	19%	1%	F	0.068	F		20000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways			G	77%	1%	1%	1%	19%	1%	F	NA			39000	G
	To:		Virginia Stat			1										
	From:	US	19 Bus Mair	n St		Ī										
82	Town of Lebanon	0.58	4500	G	96%	0%	1%	1%	2%	0%	С	0.085	F	0.578	4600	G
	_ To:	<u>N</u>	ICL Lebanoi	n		1										
82	Russell County	5.71	1900	G	95%	0%	2%	1%	2%	0%	С	0.085	F	0.531	1900	G
<u> </u>	Tax		CL Clevelan	d		1										
02	From: L Town of Cleveland (Maint: 83)	0.55	1900	N N	95%	0%	2%	1%	2%	0%	Ν	0.085	Ν	0.531	1900	N
82	To:		-600 Clevela		0070	7	270	170	270	070		0.000		0.001	1000	.,
	From:		23 Bus Pou													
02	Town of Pound (Maint: 97)	0.96	6800	F	92%	」 1%	2%	2%	3%	0%	F	0.079	F	0.544	7000	F
83	Tolling to the state (Manua 91)			-		٦.,,	_,,	_,,	0,0	0,0	•	0.0.0	•	0.0		•
	Wise County	2.64	ECL Pound 6800	N	92%	1%	2%	2%	3%	0%	N	0.079	N	0.544	7000	N
83	To:		nson County		92 /0	7 70	2 /0	2 /0	3/0	0 /6	IN	0.079	IN	0.544	7000	IN
	From:		se County L													
83	Dickenson County	3.91	5800	F	92%	1%	2%	2%	3%	0%	F	0.084	F	0.636	6000	F
	Ta:	SR	72 Georges F	Fork		1										
83	Dickenson County	0.69	8600	F	92%	<b>-</b> 1%	2%	2%	3%	0%	F	0.085	F	0.533	8900	F
	To															
	Town of Clintwood (Maint: 25)	1.78	CL Clintwoo	oa <b>N</b>	92%	1%	2%	2%	3%	0%	N	0.085	N	0.533	8900	N
83	Town of Clintwood (Maint. 25)				JZ /0	7/0	∠ /0	<b>2</b> /0	J /0	U /0	1 14	0.000	1 14	0.000	0300	1 1
	Ta- From:		CL Clintwoo		000/		00/	00/	201	001		0.000		0.000	F 400	
83	Dickenson County	5.57	5300	F	92%	1% 7	2%	2%	3%	0%	F	0.086	F	0.626	5400	F
	10.	SI	R 63 Fremor	ıί												

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

					ites			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	S	R 63 Fremo	nt		J										
83 (63)	Dickenson County	4.94	3800	F	92%	1%	2%	2%	3%	0%	F	0.082	F	0.603	3900	F
	To: From:		North of Cl			]										
83	Dickenson County	2.44	3500	F	92%	1%	2%	2%	3%	0%	F	0.085	F	0.559	3600	F
	To- From:		25-607			}—										
83	Dickenson County	3.23	3200	F	92%	1%	2%	2%	3%	0%	F	0.089	F	0.593	3300	F
	To- From:		WCL Haysi			]										
83	Town of Haysi (Maint: 25)	0.56	3200	N	92%	1%	2%	2%	3%	0%	N	0.089	N	0.593	3300	N
	To- From:		SR 80 Hays			}—										
83 (80)	Town of Haysi (Maint: 25)	0.34	5100	F	92%	1%	2%	2%	3%	0%	F	0.091	F	0.564	5300	F
	To- From:		E SR 63			]										
83) (80)	Town of Haysi (Maint: 25)	1.08	3900	F	92%	1%	2%	2%	3%	0%	F	0.089	F	0.555	4000	F
	To- From:		NCL Haysi		/	]										
(83) (80)	Dickenson County	0.01	3900	N	92%	1%	2%	2%	3%	0%	N	0.089	N	0.555	4000	N
	To- From:		SR 80			]							_			
83	Dickenson County	0.04	2300	F	92%	1%	2%	2%	3%	0%	С	0.088	F	0.540	2400	F
83	To- From:	221	WCL Haysi		222/	]	201		00/	201					2.122	
83	Town of Haysi (Maint: 25)	0.04	2300	N	92%	1%	2%	2%	3%	0%	N	0.088	N	0.540	2400	N
	To- From:	2.22	ECL Haysi		222/	]	201		00/	201					2.122	
83	Dickenson County	3.38	2300 anan County	N I ino	92%	1%	2%	2%	3%	0%	N	0.088	N	0.540	2400	N
-	From:		enson County													
83)	Buchanan County	2.47	3400	G	95%	1%	2%	1%	1%	0%	F	0.086	F	0.568	3400	G
$\overline{}$	To- From:		13-604			1—										
83)	Buchanan County	5.96	2900	G	95%	1%	2%	1%	1%	0%	С	0.088	F	0.608	2900	G
	To- From:		13-619			]										
83       83       83	Buchanan County	1.95	7600	G	95%	1%	2%	1%	1%	0%	F	0.097	F	0.598	7700	G
	To- From:		US 460			]										
83) (460)	Buchanan County	1.99	13000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.534	14000	G
	To- From:		SCL Grundy	y		]—										
83) (460)	Town of Grundy (Maint: 13)	1.96	13000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.515	14000	G
	To: From:		W RT 460 US 460 E		-	+										
83	Town of Grundy (Maint: 13)	1.49	9000	G	93%	<b>」</b> 1%	2%	4%	0%	0%	F	0.091	F	0.554	9100	G
83	To-		ECL Grundy		/-	~~~		.,,								
83	Buchanan County	2.93	6200	G	93%	1%	2%	4%	0%	0%	F	0.085	F	0.631	6300	G
<u> </u>	_ та-		13-642		/-	~~~		.,,								
93	Buchanan County	4.24	3300	G	93%	1%	2%	4%	0%	0%	С	0.085	F	0.612	3400	G
03)	To:		13-643 Stace		0070	٦	_ /0	. 70	J /0	<b>3</b> / 0	9	0.000	•	0.012	0.400	9

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

			iu iiileisia					Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	2.47	3-643 Stac	-	020/	10/	20/	40/	00/	00/	_	0.000	F	0.000	4000	(
33)	Buchanan County	2.47	1800	G	93%	1%	2%	4%	0%	0%	г	0.086	г	0.663	1900	(
22	Buchanan County	4.67	13-640 <b>1000</b>	G	93%	1%	2%	4%	0%	0%	F	0.098	F	0.627	1000	
3)	To:		/irginia Sta	_	0070	1	270	770	070	070	'	0.000		0.027	1000	
	From:	West V	/irginia Sta	te Line												_
4)	Highland County	5.87	160	F	91%	0%	3%	2%	4%	0%	F	0.111	F	0.696	170	
	To: From:		45-600			]										
4	Highland County	6.64	500	F	91%	0%	3%	2%	4%	0%	С	0.099	F	0.558	510	
	To: From:	2.43	45-640 <b>420</b>	F	91%	0%	3%	2%	4%	0%	F	0.113	F	0.707	430	
4)	Highland County [™]		<b>420</b> 220 Vander		91%	1 7	3%	2%	4%	0%	г	0.113	г	0.707	430	
rth	From:		Carolina Sta			i										_
5)	Mecklenburg County	4.23	12000	Α	78%	1%	1%	0%	18%	1%	С	0.142	Α		11000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	25000	F	76%	1%	1%	0%	20%	1%	С	0	Α	0.578	21000	
rth	To: From:		58-903			]										_
5)	Mecklenburg County	8.14	12000	G	78%	1%	1%	0%	18%	1%	F	0.074	F		10000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	22000	G	76%	1%	1%	0%	20%	1%	F	0.070	F	0.59	19000	
th	Tac From:	SC	CL South H	ill		]—										
5)	Town of South Hill (Maint: 58)	0.25	12000	G	78%	1%	1%	0%	18%	1%	F	0.074	F		10000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	22000	G	76%	1%	1%	0%	20%	1%	F	0.070	F	0.59	19000	
rth	To: From:		US 58			]——										
5)	Town of South Hill (Maint: 58)	2.53	11000	G	78%	1%	1%	0%	18%	1%	F	0.075	F		9100	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	21000	G	76%	1%	1%	0%	20%	1%	F	0.073	F	0.536	17000	
rth	To: From:		US 1			}—										
5)	Town of South Hill (Maint: 58)	0.53	7500	G	78%	1%	1%	0%	18%	1%	F	0.082	F		6300	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	
rth	To: From:	N	CL South H	fill		]—										_
5)	Mecklenburg County	3.84	7500	G	78%	1%	1%	0%	18%	1%	F	0.082	F		6300	
	Combined Traffic Estimates for 2 Parallel Roadways			G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	
th	To: From:		wick Count			<del> </del>										
5)	Brunswick County	4.71	7500	G	78%	1%	1%	0%	18%	1%	F	0.082	F		6300	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	
rth	To: From:		12-644													
orth 5	Brunswick County	3.01	13000	G	78%	1%	1%	0%	18%	1%	F	NA			11000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	24000	G	76%	1%	1%	0%	20%	1%	F	NA			21000	
	To:	·	SR 46													

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

	T TITIOLY C	nu mersi	ate i to	4100			Tri	ck			K		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus	2010			2Troil	QC		QK	Factor	AAWDT	QW
Nanth	From	SR 46			_	ZAXIE	3+Axle	TITAL	ZTraii		Factor		Factor		
North 85	Brunswick County 1.19	12000	G	78%	<b>」</b> 1%	1%	0%	18%	1%	F	0.063	F		10000	G
(85)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	76%	1%	1%	0%	20%	1%	F	0.065	F	0.505	21000	G
	Tame Estimates for 21 arailer readways of this reads			7070	7	1 70	070	20 /0	170	·	0.000	•	0.000	21000	J
North	From:	US 1													
(85)	Brunswick County 6.39	11000	G	78%	1%	1%	0%	18%	1%	F	0.069	F		8900	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	22000	G	76%	1%	1%	0%	20%	1%	F	0.067	F	0.518	19000	G
North	Ts. From:	12-630			]—										
North 85	Brunswick County 4.71	13000	G	78%	1%	1%	0%	18%	1%	F	0.066	F		11000	G
(65)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	76%	1%	1%	0%	20%	1%	F	0.066	F	0.535	21000	G
	To.			1070	٠,٠٠	170	070	20 /0	170	•	0.000	•	0.000	21000	Ü
North	From:	12-712													
85	Brunswick County 0.76	12000	G	78%	1%	1%	0%	18%	1%	F	0.063	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	76%	1%	1%	0%	20%	1%	F	0.064	F	0.508	20000	G
North		viddie Count swick Count	_		+										
North 85	Dinwiddie County 2.38	12000	G Line	78%	<b>」</b> 1%	1%	0%	18%	1%	F	0.063	F		10000	G
(05)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	76%	1%	1%	0%	20%	1%	F	0.064	F	0.508	20000	G
	Tambined Traine Estimates for 21 drains Readways on the Reads			1070	٠,٠٠	170	070	20 /0	170	•	0.004	•	0.000	20000	Ü
North	From:	SR 40													
(85)	Dinwiddie County 5.95	11000	G	82%	1%	1%	1%	15%	1%	F	0.066	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	22000	G	81%	1%	1%	1%	15%	1%	F	0.071	F	0.538	20000	G
Nanth	To- From:	26-650			}—										
North 85	Dinwiddie County 4.88	11000	G	82%	_ 1%	1%	1%	15%	1%	F	0.062	F		10000	G
(85)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	81%	1%	1%	1%	15%	1%	F	0.069	F	0.559	20000	G
	Tollied Traine Estimates for 21 drainer readways of this reade			0170	7	1 70	1 70	10 /0	170	·	0.003	•	0.000	20000	J
North	From:	26-703													
85	Dinwiddie County 8.81	13000	Α	82%	1%	1%	1%	15%	1%	С	0.13	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	27000	Α	81%	1%	1%	1%	15%	1%	С	0.114	Α	0.554	24000	Α
Nanda	To- From-	US 460			1—										
North	Dinwiddie County 1.48	20000	G	82%	1%	1%	1%	15%	1%	F	0.081	F		18000	G
85 (460)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	81%	1%	1%	1%	15%	1%	F	0.001	F	0.614	36000	G
	Combined Trainic Estimates for 2 Farallel Roadways off this Route			0170	7	1 /0	1 /0	13 /0	1 /0	'	0.075	'	0.014	30000	G
North	To: From:	US 1													
(85) (460)	Dinwiddie County 1.18	25000	G	82%	1%	1%	1%	15%	1%	F	0.089	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	51000	G	81%	1%	1%	1%	15%	1%	F	0.076	F	0.602	45000	G
	To:	CL Petersbi	urg		1—										
North	Film			82%	<b>⊣</b> 1%	1%	1%	15%	10/	F	0.089	F		23000	G
85 (460)	City of Petersburg (Maint: 26) 1.01	25000	G						1%	•		F	0.600		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	81%	_ 1% ¬	1%	1%	15%	1%	F	0.076	۲	0.602	45000	G
	Sq.	irrel Level	road		1										

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

		Primary an	iu iiileisia	ile Rui	iles			т	-1-			1/				
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus			ıck		QC	_ K	QK	Dir	AAWDT	QW
	. 1						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
North	Oit and Datase have (Aladie to 200)		rrel Level R		000/		40/	40/	450/	40/	_	0.000	_		00000	_
85 (460)	City of Petersburg (Maint: 26)	2.57	32000	G	82%	1%	1%	1%	15%	1%	F	0.089	F		29000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:		G	81%	1%	1%	1%	15%	1%	F	NA			54000	G
	10.		I-95													
South	From:		Carolina Stat			<u>ا</u>					_		_			_
85	Mecklenburg County	4.59	12000	F	75%	1%	1%	0%	21%	1%	С	0.147	В		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	25000	F	76%	1%	1%	0%	20%	1%	С	NA			21000	F
0	To- From-		58-903			}										
South	Mecklenburg County	7.78	9800	G	75%	1%	1%	0%	21%	1%	_	0.073	F		8200	G
85	9 ,												F			
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	22000	G	76%	1%	1%	0%	20%	1%	F	NA			19000	G
South	To: From:	SC	CL South Hi	ll		}										
85	Town of South Hill (Maint: 58)	0.40	9800	G	75%	1%	1%	0%	21%	1%	F	0.073	F		8200	G
05)	Combined Traffic Estimates for 2 Parallel Roadways on			G	76%	1%	1%	0%	20%	1%	F	0.070	F	0.59	19000	G
	- Turning Estimates for 21 drainer readways on	- Trio reduc.			1070	¬ '/0	170	070	20 70	170	•	0.070	•	0.00	10000	O
South	To- From:		US 58													
(85)	Town of South Hill (Maint: 58)	2.72	9800	G	75%	1%	1%	0%	21%	1%	F	0.074	F		8300	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	21000	G	76%	1%	1%	0%	20%	1%	F	NA			17000	G
	To		US 1			7										
South	From:															
85)	Town of South Hill (Maint: 58)	0.29	11000	G	75%	1%	1%	0%	21%	1%	F	0.079	F		9100	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	18000	G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G
	Tax	NO	CL South Hi	ill		1										
South	Maaldanla wax Caunta				750/	40/	40/	00/	040/	40/	_	0.070	_		0400	0
85	Mecklenburg County	3.74	11000	G	75%	1%	1%	0%	21%	1%	F	0.079	F		9100	G
	Combined Traffic Estimates for 2 Parallel Roadways on			G	76%	1%	1%	0%	20%	1%	F	0.074	F	0.545	15000	G
South	From:		wick County nburg Coun			1										
85)	Brunswick County	5.21	11000	G	75%	<b>」</b> 1%	1%	0%	21%	1%	F	0.079	F		9100	G
03)	Combined Traffic Estimates for 2 Parallel Roadways on			G	76%	1%	1%	0%	20%	1%	F	NA	•		15000	G
	Combined Trainic Estimates for 21 arailer (Cadways of	tills route.			7070	7 70	1 /0	0 70	20 /0	1 /0	'	INA			13000	J
South	To: From:		12-644													
85)	Brunswick County	2.54	11000	G	75%	1%	1%	0%	21%	1%	F	0.077	F		9400	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	24000	G	76%	1%	1%	0%	20%	1%	F	NA			21000	G
	To					7										
South	From:		SR 46													
(85)	Brunswick County	1.66	12000	G	75%	1%	1%	0%	21%	1%	F	0.073	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	25000	G	76%	1%	1%	0%	20%	1%	F	NA			21000	G
	Too		US 1			7										
South	From: L	0.00		_	750/	40/	40/	00/	04.0/	40/	_	0.070	_		40000	_
85	Brunswick County	6.26	12000	G	75%	1%	1%	0%	21%	1%	F	0.070	F		10000	G
~	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:		G	76%	1%	1%	0%	20%	1%	F	NA			19000	G
	To:		12-630			1										

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	Brunswick County	4.86	12-630 <b>11000</b>	G	75%	] 1%	1%	0%	21%	1%	_	0.074	F		9500	G
85	Combined Traffic Estimates for 2 Parallel Roadways			G	75% 76%	1%	1%	0%	20%	1%	F	0.074 NA	Г		21000	G
	To To	on this reduc.	12-712		1070	۰ <i>/</i> ۰	170	070	20 70	170	'	14/1			21000	
South	Brunswick County	0.24	12000	G	75%	<b>」</b> 1%	1%	0%	21%	1%	_	0.068	F		9800	G
85	Combined Traffic Estimates for 2 Parallel Roadways			G	75% 76%	1%	1%	0%	20%	1%	F	0.064	F	0.508	20000	G
	To To		wick Count		1070	۰ <i>/</i> ۰	170	070	20 70	170	'	0.001		0.000	20000	
outh	Dinwiddie County	2.78	12000	G	75%	<b>」</b> 1%	1%	0%	21%	1%	_	0.068	F		9800	G
85	Combined Traffic Estimates for 2 Parallel Roadways			G	75% 76%	1%	1%	0%	20%	1%	F	0.066 NA	Г		20000	G
	To To	on this reduc.	SR 40		7070	۰ <i>/</i> ۰	170	070	20 70	170		147 (			20000	
outh	From: L	F 0F	11000		040/	40/	40/	1%	16%	40/	_	0.070	F		0500	G
85	Dinwiddie County Combined Traffic Estimates for 2 Parallel Roadways	5.95		G G	81% 81%	1% 1%	1% 1%	1%	15%	1% 1%	F	0.076 NA	г		9500 20000	G
	Talle Traile Estimates for 21 arailer Roadways	on this route.	26-650	-	0170	7	1 /0	1 /0	13 /0	1 70	ı	INA			20000	
outh	From:	4.05			040/	40/	40/	40/	400/	40/	_	0.075	_		40000	
85	Dinwiddie County Combined Traffic Estimates for 2 Parallel Roadways	4.95	11000	G G	81% 81%	1% 1%	1% 1%	1% 1%	16% 15%	1% 1%	-	0.075 NA	F		10000 20000	9
	Tallic Estimates for 2 Faraller Roadways	on this Route.			0170	7	1 /0	1 /0	13 /0	1 /0	'	INA			20000	
outh	From		26-703		0.101	407	407	407	400/	40/		0.110			40000	
35	Dinwiddie County	8.36	13000	A	81%	1% 1%	1%	1%	16%	1%	С	0.116	Α		12000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		Α	81%	1%	1%	1%	15%	1%	С	NA			24000	F
outh	From:		US 460													
85 (460)	Dinwiddie County	1.83	20000	G	81%	1%	1%	1%	16%	1%	F	0.091	F		17000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		G	81%	1%	1%	1%	15%	1%	F	NA			36000	G
outh	From:		US 1			_										
85 (460)	Dinwiddie County	0.81	26000	G	81%	1%	1%	1%	16%	1%	F	0.09	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	81%	1%	1%	1%	15%	1%	F	NA			45000	G
outh	To- From:		CL Petersbu													
85 (460)	City of Petersburg (Maint: 26)	1.25	26000	G	81%	1%	1%	1%	16%	1%	F	0.09	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	81%	1%	1%	1%	15%	1%	F	0.076	F	0.602	45000	G
outh	To: From:	Squ	irrel Level I	Road												
35) (460)	City of Petersburg (Maint: 26)	2.72	28000	G	81%	1%	1%	1%	16%	1%	F	0.091	F		25000	(
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	<b>60000</b> I-95	G	81%	1% 7	1%	1%	15%	1%	F	NA			54000	(
	From:		CL Danvill	e		<u>1</u> 1										
86) South Main Street	City of Danville	1.11	10000	F	95%	0%	1%	0%	4%	0%	С	0.09	F	0.501	11000	F
	To		Lockett Dr			1										
86 South Main Street	From: <b>∟</b> City of Danville	0.61	15000	F	95%	0%	1%	0%	4%	0%	F	0.082	F	0.624	17000	F
	To:		Broadnax S	t		1										

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

		1 Tillial y alid I			_		Tru	ck			K	016	Dir		
Route	Jurisdiction	Length A		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
86 South Main Street	City of Danville		ndnax St	97%	] 0%	1%	0%	1%	0%	С	0.081	F	0.536	21000	F
86 South Main Street	To:		ral Blvd	91 /0	7	1 /0	0 70	1 /0	0 /0	C	0.001	'	0.550	21000	'
	From:	South	Main St												
86 Central Blvd	City of Danville	0.38 19	9000 F	97%	0%	1%	0%	2%	0%	С	0.078	F	0.538	21000	F
	To: From:		Main St	000/		40/	00/	40/	00/		0.070	_	0.011	07000	
86 Central Blvd	City of Danville		5000 F norial Dr	98%	0% 7	1%	0%	1%	0%	С	0.079	F	0.611	27000	F
	From:		lina State Line		i i										
87	Henry County		600 F	90%	1%	1%	1%	7%	0%	С	0.082	F	0.53	8900	F
	Tax		Ridgeway		1										
87	Town of Ridgeway (Maint: 44)		1000 F	90%	1%	1%	1%	7%	0%	F	0.081	F	0.502	11000	F
	Tax	US 220 B	Bus Ridgeway		1										
87	Town of Ridgeway (Maint: 44)		700 F	90%	1%	1%	1%	7%	0%	F	0.077	F	0.536	7900	F
	To:	U	S 220												
	From:		lina State Line	/											
89	Grayson County	4.89 <b>4</b>	700 G	93%	0%	2%	1%	4%	0%	С	0.089	F	0.567	4700	G
	City of Color		C Galax G	93%	0%	3%	1%	3%	0%	С	0.101	F	0.500	7400	G
(89) Main Street	City of Galax			93%	0%	3%	170	3%	U%	C	0.101	Г	0.522	7400	G
(89) Main Street	City of Galax		pers Gap Rd	96%	0%	2%	0%	1%	0%	С	0.091	F	0.622	7700	G
89 Main Street	City of Galax			90%	U% 7	270	070	170	070	C	0.091	Г	0.022	7700	G
(89) Main Street	City of Galax		on Tide Dr <b>700 G</b>	96%	0%	2%	0%	1%	0%	F	0.091	F	0.519	6000	G
89 Main Street	Oity of Galax			3070	7	270	070	170	0 70	•	0.001	•	0.515	0000	J
89 Main Street	City of Galax		800 G	97%	0%	2%	0%	0%	0%	С	0.09	F	0.592	5100	G
(89)	To:		Stuart Dr		1		- , ,	-,-							
	From:	98	8-616		j										
90	Town of Rural Retreat (Maint: 98)	0.60 <b>6</b>	400 F	97%	1%	1%	0%	1%	0%	С	0.089	F	0.594	6600	F
	Ta: From:	NCL R	ural Retreat		]—										
90	Wythe County	0.66 <b>6</b>	400 N	97%	1%	1%	0%	1%	0%	Ν	0.089	Ν	0.594	6600	N
	To- From:		ys Cross Roads		]										
90	Wythe County		800 F	97%	1%	1%	0%	1%	0%	F	0.081	F	0.567	6000	F
	10:		I-81		1										
01	Washington County		ee State Line	83%	」 ○%	3%	5%	8%	0%	С	0.077	F	0.507	2800	G
91	**************************************			5570	7	370	J /0	J/0	<b>5</b> /0	5	0.011	•	0.001	2000	J
91) (58)	Town of Damascus (Maint: 95)		IS 58 900 G	93%	0%	2%	1%	4%	0%	F	0.078	F	0.558	4000	G
(31) (36)	To-						. 70	.,,							
91) (58)	Washington County		Damascus 900 N	93%	0%	2%	1%	4%	0%	N	0.078	N	0.558	4000	N
31) (30)	To:		JS 58	0070	7	_,,	1,0	1,0	0,0	••	3.0.0		3.000	1000	

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deste	North all all an	1	AADT		4.75	D		Tru	ıck			K	01/	Dir	A A)A/DT	0147
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	0.70	US 58		040/		40/	00/	40/	00/	_	0.000	_	0.575	0000	0
91)	Town of Damascus (Maint: 95)	0.70	2100	G	91%	0%	1%	3%	4%	0%	С	0.082	F	0.575	2200	G
	To: From:		CL Damasc			J										
91)	Washington County	6.85	2100	N	91%	0%	1%	3%	4%	0%	N	0.082	N	0.575	2200	N
	To: From:		03 South of		0.10/		10/	201	10/	201			_			
91 91 91 91 91 91 91 91	Washington County	0.97	2000	G	91%	0%	1%	3%	4%	0%	F	0.085	F	0.522	2000	G
	To: From:		62 North of		0.10/		40/	201	10/	201					2122	
91)	Washington County	3.57	2100	G	91%	0%	1%	3%	4%	0%	F	0.087	F	0.561	2100	G
	To: From:		US 11			<u> </u>										
91)	Washington County	0.51	4800	N	95%	0%	2%	1%	1%	0%	N	0.09	N	0.653	4800	N
	To- From:		L Glade Spi													
91)	Town of Glade Spring (Maint: 95)	1.37	4800	G	95%	0%	2%	1%	1%	0%	F	0.09	F	0.653	4800	G
	To: From:		BUS SR 91			}—										
(91)	Town of Glade Spring (Maint: 95)	0.77	3000	G	95%	0%	2%	1%	1%	0%	С	0.082	F	0.637	3000	G
	To: From:		L Glade Spi			]										
91)	Washington County	5.43	2500	G	95%	0%	2%	1%	1%	0%	F	0.083	F	0.614	2600	G
	To: From:		VCL Saltvill			]——										
(91)	Town of Saltville (Maint: 95)	0.52	3500	G	96%	0%	1%	1%	1%	0%	С	0.081	F	0.565	3500	G
	In: From:		yth County I													
91)	Town of Saltville (Maint: 86)	1.15	2600	G	94%	<b>1</b> %	3%	2%	1%	0%	С	0.086	F	0.515	2600	G
91)	To		Palmer Ave			1										
91	From: Town of Saltville (Maint: 86)	0.26	8600	G	94%	1%	3%	2%	1%	0%	F	0.092	F	0.555	8700	G
91)	Ta-					٠٠	0,0	_,,	.,,	0,0	•	0.002	•	0.000	0.00	
91)	Town of Saltville (Maint: 86)	1.96	SR 107 <b>2900</b>	G	97%	1%	1%	1%	1%	0%	С	0.091	F	0.633	3000	G
(91)	Town of Galtville (Maint. 60)				37 70	7	170	170	170	0 70	O	0.001	'	0.000	3000	J
	Smyth County		ICL Saltvill 2900	le <b>N</b>	97%	1%	1%	1%	1%	0%	N	0.004	N.	0.633	2000	N
91	Smyth County	0.17		IN	97%	170	170	170	170	0%	IN	0.091	N	0.033	3000	N
O-th-ill- Lhour	To: From:	4.00	86-633		070/	40/	40/	40/	40/	00/	_	0.004	_	0.000	4500	_
91 Saltville Hwy	Smyth County	4.66	1500	G	97%	1%	1%	1%	1%	0%	F	0.094	F	0.622	1500	G
	To- From:		42 Broadfo			<del>]</del>										
91	Smyth County	0.54	590	G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.707	600	G
	From:		well County oth County I													
91	Tazewell County	5.37	60	G	99%	0%	1%	0%	0%	0%	F	0.138	F	0.625	60	G
	To		92-607													
91 91	Tazewell County	5.64	92-607 <b>40</b>	G	99%	0%	1%	0%	0%	0%	С	0.224	F	0.692	45	G
91)						7	.,,	• , •	• , ,	• , ,	•	··	•	3.00=		•
	Tazewell County	2.62	92-604 <b>170</b>	G	99%	0%	1%	0%	0%	0%	F	0.113	F	0.561	170	G
(91)	To:		9 Maiden S	_	JJ /0	7	1 /0	U /0	U /0	U /0	'	0.113	'	0.501	170	G
		72-00	,, mudell b	7,1115		1										

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

			i interstate R				Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	92-609	Maiden Spring												
91	Tazewell County	9.48	180 G	99%	0%	1%	0%	0%	0%	F	0.126	F	0.64	180	G
	To:	US 19	Crocketts Store												
91	From:		1 Glade Spring		J								_		
91)	Town of Glade Spring (Maint: 95)	1.38	800 G	97%	0%	1%	1%	1%	0%	С	0.105	F	0.5	810	G
	10.		91 Glade Spring												
	Town of Boydton (Maint: 58)	0.32	JS 58 Bus 1300 G	97%	 0%	1%	0%	1%	0%	С	0.402	F	0.694	1300	G
92	TOWIT OF BOYCLOTT (Maint. 36)			9170	U%	1 70	076	170	0%	C	0.102	Г	0.094	1300	G
	To- From:		CL Boydton	070/		40/	00/	40/	00/		0.400		0.004	4000	
92	Mecklenburg County	9.25	1300 N	97%	0%	1%	0%	1%	0%	N	0.102	N	0.694	1300	N
	To- From:		L Chase City		<u> </u>										
92 S Main Street	Town of Chase City (Maint: 58)	0.44	3400 G	93%	1%	2%	1%	3%	0%	С	0.112	F	0.582	3400	G
	To: From:		"B" ST		]										
( ₉₂ ) S Main Street	Town of Chase City (Maint: 58)	0.23	3700 G	93%	1%	2%	1%	3%	0%	F	0.107	F	0.568	3700	G
	To. From:	Sy	ycamore St		1—										
92) N Main Street	Town of Chase City (Maint: 58)	0.21	5000 G	93%	1%	2%	1%	3%	0%	F	0.098	F	0.549	4900	G
	To:		Second St												
92 49 E Second St	Town of Chase City (Maint: 58)	0.19	S RT 49 <b>6900 G</b>	93%	 1%	3%	0%	3%	0%	F	0.094	F	0.552	6800	G
92 (49) E Second St	Town of Chase City (Maint. 56)			93%	170	3%	076	370	0%	Г	0.094	Г	0.552	0000	G
	From		NDLY ST	2001		201	201	00/	201			_			
92 (49) W Second Street	Town of Chase City (Maint: 58)	0.56	6400 G	93%	1%	3%	0%	3%	0%	С	0.097	F	0.559	6300	G
	To- From:		N SR 49		_										
92	Town of Chase City (Maint: 58)	0.22	3800 G	91%	0%	3%	1%	4%	0%	С	0.096	F	0.524	3700	G
	To: From:		L Chase City		_										
92	Mecklenburg County	3.42	3800 N	91%	0%	3%	1%	4%	0%	Ν	0.096	Ν	0.524	3700	Ν
	Ta. From:	58-	609; 58-684		1—										
92	Mecklenburg County	0.21	3800 N	91%	0%	3%	1%	4%	0%	Ν	0.096	Ν	0.524	3700	Ν
	Tax		58-600		٦										
92	Mecklenburg County	1.52	3800 N	91%	0%	3%	1%	4%	0%	Ν	0.096	Ν	0.524	3700	Ν
	To:	Charlot	tte County Line												
	From:		burg County Lin							_		_			_
92	Charlotte County	2.11	2300 F	91%	0%	3%	1%	4%	0%	F	0.094	F	0.504	2400	F
	To: From:		Barnes Junction												
92	Charlotte County	3.80	2100 F	91%	0%	3%	1%	4%	0%	F	0.080	F	0.508	2100	F
	To- From:		US 360		]—										
92	Charlotte County	0.70	460 F	97%	0%	1%	1%	1%	0%	F	0.131	F	0.726	470	F
	To:		x County Line												
	Halifax County	4.19	tte County Line	97%	 0%	1%	10/	1%	0%	С	0.108	F	0.5	1400	G
92	Taillax County		CL Clover	9/%	7	170	1%	1%	υ%	C	0.108	Г	0.5	1400	G
		N	CL CIOVEI												

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

		FIIIIal y al						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		NCL Clover			]										
92)	Town of Clover (Maint: 41)	0.47	1400	N	97%	0%	1%	1%	1%	0%	N	0.108	N	0.5	1400	N
	To- From:		-746; 41-10			]								_		
92	Town of Clover (Maint: 41)	0.33	1400	N	97%	0%	1%	1%	1%	0%	N	0.108	N	0.5	1400	N
	To- From:		SCL Clover		070/	00/	40/	40/	40/	00/	N.	0.400	N.I.	0.5	4400	
92	Halifax County	0.80	1400 0 South of 0	N	97%	0% 7	1%	1%	1%	0%	N	0.108	N	0.5	1400	N
	From:		Carolina Star			1										
93)	Grayson County	0.92	760	G	88%	0%	5%	1%	6%	0%	С	0.09	F	0.561	780	G
	To:	US 58 No	ear Mouth C	of Wilson	n	1										
	From:		8 West of C			]										
94)	Grayson County	4.22	2300	G	97%	0%	2%	0%	1%	0%	С	0.102	F	0.717	2300	G
	To- From:		SR 274		/	]							_			
94)	Grayson County	2.05	2300	G	96%	1%	2%	0%	1%	0%	F	0.102	F	0.718	2300	G
	Grayson County	38-805 2.20	Southwest of 1900	of Fries <b>G</b>	96%	1%	2%	0%	1%	0%	С	0.1	F	0.542	2000	(
94	Grayson County	2.20			90%	170	Z%	0%	170	0%	C	0.1	Г	0.542	2000	
	Town of Fries (Maint: 38)	0.48	WCL Fries 1900	N	96%	1%	2%	0%	1%	0%	N	0.1	N	0.542	2000	١
94)	TOWIT OF THES (Maint. 30)	0.40		IN .	90 /0	1 /0 <b>7</b>	2/0	0 /0	1 /0	0 /0	IN	0.1	IN	0.542	2000	יו
94)	Town of Fries (Maint: 38)	0.56	38-1001 <b>1900</b>	G	96%	1%	2%	0%	1%	0%	F	0.093	F	0.668	2000	G
94)	To		NCL Fries			<u>.                                 </u>		0,70	.,,	0,70	•	0.000	•	0.000		
94)	From: Grayson County	0.63	1900	N	96%	1%	2%	0%	1%	0%	N	0.093	N	0.668	2000	Ν
	To:		oll County I													
$\overline{\cdot}$	Carroll County	Gray 9.20	770	Line <b>G</b>	96%	】 1%	2%	0%	1%	0%	F	0.091	F	0.509	780	G
94)	To:		the County I		90 /0	7	2/0	0 /0	1 /0	0 /0	'	0.091	'	0.509	700	
<u> </u>	From:		oll County I		/	]										
1 Ivanhoe rd	Wythe County	0.85	1200	F	96%	1%	2%	0%	1%	0%	F	0.099	F	0.559	1300	F
humbaa Dd	To From:		3-639 Ivanho		96%	40/	20/	00/	40/	0%	F	0.005	_	0.500	2200	F
lvanhoe Rd	Wythe County	2.64	2100	F	96%	1%	2%	0%	1%	U%	Г	0.095	F	0.593	2200	Г
) Ivanhoe Rd	Wythe County	3.50	Old SR 94 <b>2500</b>	F	96%	1%	2%	0%	1%	0%	F	0.091	F	0.641	2600	F
IVAIIIIOE KU	w yule County	3.30		Г	90 /6	1 /0 <b>7</b>	2 /0	0 /0	1 /0	0 /0	'	0.091	'	0.041	2000	'
lvanhoe Rd	From: Wythe County	2.06	98-634 <b>4100</b>	F	96%	1%	2%	0%	1%	0%	F	0.097	F	0.642	4200	F
lvanhoe Rd	To-		52 Farmers S						. , 0		•				.200	
orth	From:	North (	Carolina Stat	te Line												
orth 95	Greensville County	4.13	20000	Α	80%	1%	2%	1%	17%	0%	С	0.142	Α		16000	Δ
	Combined Traffic Estimates for 2 Parallel Roadways o			Α	79%	1%	2%	1%	18%	0%	С	0.131	Α	0.544	32000	Α
	To:	40	-629 Skippe	ers												

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

	·			ale Rol				Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	40	-629 Skippe	re		1	ZAXIE	STAXIE	IIIali	ZIIdii		Factor		Factor		
95)	Greensville County	4.12	19000	G	80%	<b>」</b> 1%	2%	1%	17%	0%	F	0.069	F		16000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways on thi			G	79%	1%	2%	1%	18%	0%	F	0.07	F	0.518	31000	G
	To Take Traine Estimates for 2 1 drains recast and the		South of E		1070	٠,,,	270	170	1070	070	·	0.01	•	0.010	01000	
North	From:			•												
95)	Greensville County	1.70	20000	G	80%	1%	2%	1%	17%	0%	F	0.064	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route:	39000	G	79%	1%	2%	1%	18%	0%	F	0.07	F	0.516	32000	G
North	To: From:	S	CL Empori	a		]										
95)	City of Emporia (Maint: 40)	1.05	20000	G	80%	1%	2%	1%	17%	0%	F	0.064	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route:	39000	G	79%	1%	2%	1%	18%	0%	F	0.07	F	0.516	32000	G
	To:		US 58			1										
North	From:				222/	<b>_</b>		407	4-0/	001	_		_		4=000	
95	City of Emporia (Maint: 40)	0.62	19000	G	80%	1%	2%	1%	17%	0%	F _	0.067	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route:	31000	G	76%	1%	2%	1%	21%	0%	F	NA			28000	G
North	To: From:	N	ICL Empori	a		}										
95)	Greensville County	1.89	19000	G	80%	1%	2%	1%	17%	0%	F	0.067	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route:	31000	G	76%	1%	2%	1%	21%	0%	F	NA			28000	G
	Tai		40-614			1										
North	From: L	2.02			000/	40/	20/	40/	470/	00/	_	0.007	F		12000	_
95	Greensville County	3.63	16000	G	80%	1%	2%	1%	17%	0%	-	0.067	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi		sex County 1	G	76%	1%	2%	1%	21%	0%	F	NA			23000	G
North	From:		ville Count													
95)	Sussex County	0.16	16000	G	80%	1%	2%	1%	17%	0%	F	0.067	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route:	26000	G	76%	1%	2%	1%	21%	0%	F	NA			23000	G
	To:		US 301			<b>—</b>										
North	Curany County	2.05	47000	_	000/	40/	20/	40/	470/	00/	_	0.000	F		14000	_
95	Sussex County	2.95	17000	G	80%	1%	2%	1%	17%	0%	F	0.068	г		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi			G	75%	1%	2%	1%	21%	0%	г	NA			26000	G
North	To- From:	9	1-631 Jarrat	t												
95)	Sussex County	4.04	18000	G	80%	1%	2%	1%	17%	0%	F	0.067	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route:	30000	G	75%	1%	2%	1%	21%	0%	F	NA			27000	G
N. 4	To- From:		91-645			<b>1</b> —										
North	Sussex County	6.63	16000	G	80%	1%	2%	1%	17%	0%	F	0.067	E		13000	G
95	Combined Traffic Estimates for 2 Parallel Roadways on thi			G	75%	1%	2% 2%	1%	21%	0%	F	0.067	F	0.551	27000	G
	Combined Tranic Estimates for 2 Farallet Roadways off the				1370	1 70	∠70	1 70	Z 1 70	U 70	r	0.006	r	0.001	21000	G
North	To- From:	SR	40 Stony Cr	reek												
95)	Sussex County	0.22	16000	G	71%	1%	1%	0%	25%	1%	С	0.066	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi	s Route:	32000	G	70%	1%	2%	0%	26%	1%	С	0.068	F	0.536	30000	G
		_	L Stony Cre	-		7										

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

		Fillidi y di						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	20vle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	SC	L Stony Cre	eek		1	ZANIC	JIANE	IIIali	ZITAII		1 actor		1 actor		
95)	Town of Stony Creek (Maint: 91)		16000	G	71%	1%	1%	0%	25%	1%	С	0.066	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways		32000	G	70%	1%	2%	0%	26%	1%	С	0.068	F	0.536	30000	G
	Tre	NC	CL Stony Cre	eek		7										
North	Sussex County	2.14	16000	G	71%	<b>-</b> 1%	1%	0%	25%	1%	С	0.066	F		14000	G
95	Combined Traffic Estimates for 2 Parallel Roadways			G	70%	1%	2%	0%	26%	1%	С	0.068	F	0.536	30000	G
	Combined Trainic Estimates for 2 Farallel Roadways	On this Route.			7070	7 70	2 /0	0 /6	20 /0	1 /0	C	0.000	'	0.550	30000	G
North	Too. From:		91-602													
95)	Sussex County	1.37	14000	G	81%	1%	1%	1%	16%	0%	F	0.069	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	2%	1%	22%	0%	F	NA			27000	G
North	To: From:		George Courses County	_		+										
North 95	Prince George County	2.41	14000	G	81%	<b>」</b> 1%	1%	1%	16%	0%	F	0.069	F		12000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	2%	1%	22%	0%	F	NA	·		27000	G
	To T				7570	7	270	170	ZZ /0	070	'	INA			27000	O
North	From:		4-623 Carso			_										
95)	Prince George County	3.73	15000	G	81%	1%	1%	1%	16%	0%	F	0.068	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	G	82%	1%	1%	1%	15%	0%	F	NA			29000	G
North	To: From:	US 30	)1, SR 35, S	R 156		]										
95)	Prince George County	4.54	20000	Α	81%	1%	1%	1%	16%	0%	С	0.135	Α		17000	Α
000	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	40000	Α	82%	1%	1%	1%	15%	0%	С	0.120	Α	0.564	34000	Α
	To:		US 301			¬	.,.									
North	From:					<b>」</b>					_		_			_
95	Prince George County	1.11	16000	G	81%	1%	1%	1%	16%	0%	F	0.083	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	41000	G	82%	1%	1%	1%	15%	0%	F	NA			34000	G
North	To: From:		I-295			}—										
95)	Prince George County	0.96	12000	G	81%	1%	1%	1%	16%	0%	F	0.069	F		9900	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	28000	G	82%	1%	1%	1%	15%	0%	F	NA			23000	G
	To		Rives Rd			1										
North	City of Deterolyung (Mainty 74)	1 15			040/	10/	10/	10/	160/	00/	_	0.000	F		11000	0
95	City of Petersburg (Maint: 74)	1.15	13000	G	81%	1%	1%	1%	16%	0%	-	0.082	r		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	30000	G	82%	1%	1%	1%	15%	0%	F	NA			25000	G
North	To: From:		Wagner Rd			_										
95)	City of Petersburg (Maint: 74)	2.79	20000	G	81%	1%	1%	1%	16%	0%	F	0.082	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	43000	G	82%	1%	1%	1%	15%	0%	F	NA			36000	G
	To:	U	S 460 West	St		7—										
North	City of Detection (Maint 74)	0.50	20000	N	81%	1%	1%	1%	16%	0%	N	0.082	N		17000	N
				IN	0170	1 7/0	170	170	1(1)70	いづり	IV	U.UOZ	ıvı		17(000)	IN
95	City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways			N	82%	1%	1%	1%	15%	0%	N	NA			36000	Ν

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

		Primary ar	iu iiileisi	ale No	1103			-	، ا			17		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
North	From:		I-85		2001	<b>」</b>	407	407	201	201	_		_			_
95)	City of Petersburg (Maint: 26)	0.44	39000	G	89%	1%	1%	1%	8%	0%	F	0.078	F		39000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	75000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.522	73000	G
North	To: From:	US 301, Bus	s US 460 W	/ashingto	n St	]										
95)	City of Petersburg (Maint: 26)	0.64	50000	G	89%	1%	1%	1%	8%	0%	F	0.082	F		49000	G
93)	Combined Traffic Estimates for 2 Parallel Roadways			G	89%	1%	1%	1%	8%	0%	F	0.08	F	0.527	91000	G
	To:		Colonial H		0070	٦ ```	170	170	0,0	070	•	0.00	•	0.027	0.000	Ū
North	From:		CL Petersb													
95)	City of Colonial Heights (Maint: 20	0.21	50000	G	89%	1%	1%	1%	8%	0%	F	0.082	F		49000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	93000	G	89%	1%	1%	1%	8%	0%	F	0.08	F	0.527	91000	G
	Tax	So	outhpark Bl	lvd		1—										
North	City of Colonial Heights (Maints 20	)) 0.00	40000	-	900/	10/	10/	10/	00/	00/	_	0.079	F		40000	F
95	City of Colonial Heights (Maint: 20	,	40000	F	89%	1%	1%	1%	8%	0%			Г		40000	•
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	77000	F	89%	1%	1%	1%	8%	0%	F	NA			76000	F
North	To: From:	SR 1	44 Temple	e Ave												
95)	City of Colonial Heights (Maint: 20	)) 2.38	43000	Α	89%	1%	1%	1%	8%	0%	С	0.091	Α		43000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	87000	Α	89%	1%	1%	1%	8%	0%	С	0.089	Α	0.548	86000	Α
	та.		Colonial H	[oighte		1										
North	From:															
95)	Chesterfield County	1.55	43000	Α	89%	1%	1%	1%	8%	0%	С	0.091	Α		43000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	87000	Α	89%	1%	1%	1%	8%	0%	С	0.089	Α	0.548	86000	Α
North	To: From:	20-620	); 20-746 W	Valthall		}										
95)	Chesterfield County	2.90	40000	F	89%	1%	1%	1%	8%	0%	F	0.083	F		40000	F
93)	Combined Traffic Estimates for 2 Parallel Roadways			F	89%	1%	1%	1%	8%	0%	F	NA	•		81000	F
	To T				0070	٠/٥	170	170	070	070	•	14/1			01000	•
North	From:	SR 10	West Hund	dred Rd												
95)	Chesterfield County	1.81	52000	F	89%	1%	1%	1%	8%	0%	F	0.092	F		51000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	102000	F	89%	1%	1%	1%	8%	0%	F	NA			101000	F
N1 - db	To: From:		SR 288			1										
North	Chesterfield County	2.04	46000	F	89%	1%	1%	1%	8%	0%	F	0.110	F		45000	F
95	Combined Traffic Estimates for 2 Parallel Roadways			F	89%	1%	1%	1%	8%	0%	, E	NA	'		94000	, F
	Combined Traffic Estimates for 2 Parallel Roadways				09%	170	1 70	170	070	076	Г	INA			94000	Г
North	To: From:	20	-613 Willis	Rd												
95)	Chesterfield County	2.77	49000	F	89%	1%	1%	1%	8%	0%	F	0.105	F		48000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	98000	F	89%	1%	1%	1%	8%	0%	F	NA			97000	F
	Tac		Chippenha	ım Pkww		1										
North	From:			-	0001	<b>-1</b>	401	401	001	001	_	0.4	_		10000	_
95)	Chesterfield County	0.80	50000	F	89%	1%	1%	1%	8%	0%	F	0.117	F		49000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	89%	1%	1%	1%	8%	0%	F	NA			96000	F
	To:	S	CL Richmo	nd												

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

		- IIIIIai y ai	ia irritorote	101100				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	S	CL Richmon	ıd		1	27 000	0.700	TTTGII	ZIIGII		1 40101		1 40101		
95)	City of Richmond (Maint: 20)	1.12	50000	F	89%	1%	1%	1%	8%	0%	F	0.117	F		49000	F
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	97000	F	89%	1%	1%	1%	8%	0%	F	NA			96000	F
N. a	Tax	SR	161 Bells I	Rd		1—										
North	City of Richmond (Maint: 20)	3.81	49000	F	89%	1%	1%	1%	8%	0%	F	0.122	F		49000	F
95	Combined Traffic Estimates for 2 Parallel Roadways on the			F	89%	1%	1%	1%	8%	0%	F	NA	•		99000	F
	To The Traine Learnage for ET arangi recountage on the	no r touto.				٠,,,	170	170	0,0	070	•				00000	•
North	From:		Maury St													
95	City of Richmond (Maint: 20)	0.45	57000	G	89%	1%	1%	1%	8%	0%	F	0.11	F		56000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	119000	G	89%	1%	1%	1%	8%	0%	F	NA			116000	G
North	To: From:	Jam	es River Bri	dge		}—										
95)	City of Richmond (Maint: 43)	0.40	57000	G	89%	1%	1%	1%	8%	0%	F	0.11	F		56000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	119000	G	89%	1%	1%	1%	8%	0%	F	NA			116000	G
	To-	SR 195 D	owntown Ex	presswa	ıv	1										
North 95	City of Richmond (Maint: 43)	1.54	68000	G	89%	1%	1%	1%	8%	0%	F	0.091	F		67000	G
95)	City of Richmond (Maint: 43)  Combined Traffic Estimates for 2 Parallel Roadways on the			G	89%	1%	1%	1%	8%	0%	ı E	0.081	F	0.551	125000	G
	Combined Traine Estimates for 2 Parallel Roadways of the				09 /0	7 70	1 /0	1 /0	0 /0	0 /6	'	0.000	•	0.551	123000	G
North East	From:	I-64 S	South Interse	ection												
(95) (64)	City of Richmond (Maint: 43)	2.51	71000	В	92%	1%	1%	1%	6%	0%	С	0.089	В		75000	В
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	143000	В	91%	1%	1%	1%	6%	0%	С	0.090	Α	0.526	152000	В
North East	To: From:	SR	161 Boulev	ard		]										
95 (64)	City of Richmond (Maint: 43)	0.78	64000	G	92%	1%	1%	1%	6%	0%	F	0.087	F		68000	G
<b>60 64</b>	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	133000	G	91%	1%	1%	1%	6%	0%	F	0.079	F	0.535	140000	G
	Too	I-64 N	North Interch	nange		1										
North	City of Diahmand (Mainty 42)				000/	<b>-</b> 1%	10/	10/	70/	00/	_	0.094	F		41000	_
95	City of Richmond (Maint: 43) Combined Traffic Estimates for 2 Parallel Roadways on th	1.07	40000	G G	90% 89%	1%	1% 1%	1% 1%	7% 7%	0% 0%	Г	0.094	F	0.632	41000 95000	G G
	Combined Tranic Estimates for 2 Parallel Roadways on the				0970	170	1 70	170	1 70	0%	Г	0.003	г	0.032	93000	G
North	From:	No	CL Richmor	nd												
95)	Henrico County	0.91	40000	G	90%	1%	1%	1%	7%	0%	F	0.094	F		41000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	95000	G	89%	1%	1%	1%	7%	0%	F	0.083	F	0.632	95000	G
North	To: From:		US 1			]										
95)	Henrico County	0.30	46000	G	90%	1%	1%	1%	7%	0%	F	0.094	F		46000	G
<u></u>	Combined Traffic Estimates for 2 Parallel Roadways on th			G	89%	1%	1%	1%	7%	0%	F	NA	•		94000	G
			US 301			·.·	.,,	.,,	. , ,						0.000	
North	From:				0001	<b>_</b>		461		001						
95	Henrico County	1.82	49000	F	90%	1%	1%	1%	7%	0%	С	0.095	Α		49000	F
	Combined Traffic Estimates for 2 Parallel Roadways on the			F	89%	1%	1%	1%	7%	0%	С	0.090	Α	0.542	97000	F
	To:	SR	73 Parham	Rd												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-	Timary	and mersi	ate i to	atco				-le			1/		D:-		
Route	Jurisdiction Lengt	n <b>AADT</b>	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
N. d	From	ID 72 D 1	D.1		1	2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
North	Henrico County 1.47	3R 73 Parham 36000	G	90%	<b>」</b> 1%	1%	1%	7%	0%	F	0.093	F		37000	G
95										•		Г			
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>83000</b>	G	89%	1%	1%	1%	7%	0%	F	NA			84000	G
North	Ta- From:	I-295			_										
95)	Henrico County 1.94	70000	G	84%	1%	1%	1%	12%	0%	F	0.075	F		62000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>119000</b>	G	85%	1%	1%	1%	12%	0%	F	0.071	F	0.597	107000	G
	· · · · · · · · · · · · · · · · · · ·	nover County													
North		enrico County													
95)	Hanover County 0.07	70000	G	84%	1%	1%	1%	12%	0%	F	0.075	F		62000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>119000</b>	G	85%	1%	1%	1%	12%	0%	F	0.071	F	0.597	107000	G
	$\frac{\tau_0}{r_0}$ 42	656 Sliding F	Iill Rd		1—										
North	Hanover County 2.67		Α	84%	<b>-</b> 1%	1%	1%	12%	0%	С	0.098	Α		50000	Α
95	•				.,.								0.500		
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	2: 110000	F	85%	1%	1%	1%	12%	0%	С	0.095	Α	0.508	103000	F
North	To- From: 42	802 Lewistov	vn Rd		$oldsymbol{eta}$										
95)	Hanover County 2.65	43000	G	84%	1%	1%	1%	12%	0%	F	0.075	F		39000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>95000</b>	G	85%	1%	1%	1%	12%	0%	F	0.064	F	0.530	85000	G
	Ta														
North	From:	SR 54 Ashla													
(95)	Hanover County 6.01	49000	G	84%	1%	1%	1%	12%	0%	F	0.065	F		45000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>95000</b>	G	85%	1%	1%	1%	12%	0%	F	0.064	F	0.501	86000	G
N. (1	To- From:	SR 30			1—										
North	Hanover County 3.36	39000	G	84%	 1%	1%	1%	12%	0%	F	0.075	F		35000	G
95	,									•		F	0.554		
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	roline County	G / Line	85%	<b>1</b> %	1%	1%	12%	0%	F	0.068	F	0.551	69000	G
North		nover County													
95)	Caroline County 3.07	39000	G	84%	1%	1%	1%	12%	0%	F	0.075	F		35000	G
000	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>77000</b>	G	85%	1%	1%	1%	12%	0%	F	0.068	F	0.551	69000	G
	To	SR 207				.,.	.,,								
North	From:				_										
95)	Caroline County 6.12	40000	G	84%	1%	1%	0%	13%	0%	F	0.067	F		34000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>81000</b>	G	83%	1%	1%	1%	14%	0%	F	NA			68000	G
N1 - dl-	To- Erone	6-639 Ladysr	nith		1—										
North	rion.			84%	<b>-</b> 1%	1%	0%	13%	0%	_	0.065	F		32000	0
95	Caroline County 6.35		G							F	0.065	•	0.500		G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>79000</b> sylvania Cour	G	83%	1%	1%	1%	14%	0%	F	0.068	F	0.588	67000	G
North		roline County			1										
North 95	Spotsylvania County 1.61	38000	G	84%	1%	1%	0%	13%	0%	F	0.065	F		32000	G
33	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	83%	1%	1%	1%	14%	0%	F	0.068	F	0.588	67000	G
	·	8-606 Thornl		00 /0	٦ ' '	1 /0	1 /0	1-7-70	0 /0	•	0.000	•	0.000	0,000	•
	ı '	. Jos morne	B												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

No.   Property   Pro		<u>'</u>	TIIIIai y ai	ia iritorott	210 1 100	1100			Tru	ok			K		Dir		
Section   Sect	Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	O A via			2Trail	QC		QK		AAWDT	QW
Spotsykamia County	Nanda	From:	00	(0( Thh			1	ZAXIE	3+Axie	TITall	ZTrall		Factor		Factor		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   \$2000   A   \$3%   1%   1%   1%   1%   1%   0%   C   0.101   B   0.553   80000   A	NORTH	Spotsylvania County				84%	┛ 1%	1%	0%	13%	0%	C	0 107	Δ		40000	Δ
North   Spotsylvania County   2   1   4900   0   8   84   1   1   1   1   1   1   1   1   1	95)	' '													0.553		
Spotsylvania County   2.81   49000   G   84%   1%   1%   0%   13%   0%   F   0.066   F   0.505   86000   G		Combined Trainic Estimates for 2 Faraller Roadways off the				03 /6	7	1 /0	1 /0	14 /0	0 /6	C	0.101	ь	0.555	00000	^
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000	North	From:	ι	JS 1; US 17	7												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 101000	95) (17)	Spotsylvania County	2.81	49000	G	84%	1%	1%	0%	13%	0%	F	0.066	F		42000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 191000		Combined Traffic Estimates for 2 Parallel Roadways on thi	is Route:	101000	G	83%	1%	1%	1%	14%	0%	F	0.066	F	0.505	86000	G
City of Fredericksburg (Maint: 88)		To.	SCL	Fredericks	burg		<del></del>										
North   Stafford County   St		City of Erodorickshurg (Maint: 88)	0.80	49000	G	Q / 10/ ₋	10/	10/	0%	120/	00/-	_	0.066	_		42000	G
North   City of Fredericksburg (Maint: 88)   2.29   7400   G   84%   1%   1%   0%   13%   0%   F   0.064   F   63000   G   68%   7   63000   G   7   63000   G   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7   68%   7	95) (17)	, , ,													0.505		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 140000		Combined Tranic Estimates for 2 Parallel Roadways off the	is Roule.		G	03%	170	170	170	14%	0%	Г	0.000	Г	0.505	00000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 140000	North	To: From:		SR 3													
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 140000	~~~	City of Fredericksburg (Maint: 88)	2.29	74000	G	84%	1%	1%	0%	13%	0%	F	0.064	F		63000	G
North   Stafford County   1.25   74000   G   84%   1%   1%   1%   1%   1%   1%   1%		Combined Traffic Estimates for 2 Parallel Roadways on thi	is Route:	140000	G	83%	1%	1%	1%	14%	0%	F	NA			120000	G
Stafford County   1.25   74000   G   84%   1%   1%   1%   0%   13%   0%   F   0.064   F   63000   G		To:															
North	~~~	From:				0.40/	<b>」</b>	40/	00/	400/	00/	_	0.004	_		00000	0
North	(95) (17)	,										F -		F			
Stafford County   6.75   58000   F   89%   1%   1%   0%   8%   0%   F   0.068   F   56000   F   89%   1%   1%   1%   0%   8%   0%   F   NA   115000   F   89%   1%   1%   1%   0%   8%   0%   F   NA   115000   F   89%   1%   1%   1%   0%   8%   0%   F   NA   115000   F   89%   1%   1%   1%   0%   8%   0%   F   NA   115000   F   89%   1%   1%   1%   0%   8%   0%   F   NA   115000   F   89%   1%   1%   1%   0%   8%   0%   F   NA   115000   F   89%   1%   1%   1%   0%   8%   0%   F   NA   115000   F   NA   1150000   F   NA   1150000   F   NA   1150000   F   NA   1150000   F   NA	~	Combined Traffic Estimates for 2 Parallel Roadways on thi	is Route:	140000	G	83%	1%	1%	1%	14%	0%	F	NA			120000	G
Stafford County	North	To. From:	US I	17; BUS US	S 17		]										
North   Stafford County   2.90   64000   A   89%   1%   1%   0%   8%   0%   F   NA   115000   F   NA   NA   NA   NA   NA   NA   NA		Stafford County	6.75	58000	F	89%	1%	1%	0%	8%	0%	F	0.068	F		56000	F
North   Stafford County   2.90   64000   A   89%   1%   1%   0%   8%   0%   C   0.084   A   62000		Combined Traffic Estimates for 2 Parallel Roadways on thi	is Route:	121000	F	89%	1%	1%	0%	8%	0%	F	NA			115000	F
North   Stafford County   2.90   64000   A   89%   1%   1%   0%   8%   0%   C   0.084   A   62000		To															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 128000 B 89% 1% 1% 0% 8% 0% C 0.080 A 0.512 121000 B		From:															
North   Stafford County   4.84   67000   G   89%   1%   1%   0%   8%   0%   F   0.1   F   63000   G	95)																
Stafford County   4.84   67000   G   89%   1%   1%   0%   8%   0%   F   0.1   F   63000   G		Combined Traffic Estimates for 2 Parallel Roadways on thi	is Route:	128000	В	89%	1%	1%	0%	8%	0%	С	0.080	Α	0.512	121000	В
Stafford County   4.84   67000   G   89%   1%   1%   0%   8%   0%   F   0.1   F   63000   G	North	To: From:		89-610			}—										
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   124000   G   89%   1%   1%   0%   8%   0%   F   NA   116000   G	05	Stafford County	4 84	67000	G	89%	1%	1%	0%	8%	0%	F	0.1	F		63000	G
North   Prince William County Line   Prince William County Line   Stafford County Line	95)	,										F		•			
Prince William County   0.08   67000   G   89%   1%   1%   0%   8%   0%   F   0.1   F   63000   G		To:					٦ ```	1,0	070	070	070	•	101			110000	Ü
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 124000 G 89% 1% 1% 0% 8% 0% F NA 116000 G    North		From:		-													
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 124000 G 89% 1% 1% 0% 8% 0% F NA 116000 G    North   Russell Rd Quantico	95)	Prince William County	0.08	67000	G	89%	1%	1%	0%	8%	0%	F	0.1	F		63000	G
Prince William County 2.32 71000 G 89% 1% 1% 0% 8% 0% F 0.098 F 67000 G Combined Traffic Estimates for 2 Parallel Roadways on this Route: 125000 G 89% 1% 1% 0% 8% 0% F NA 117000 G		Combined Traffic Estimates for 2 Parallel Roadways on thi	is Route:	124000	G	89%	1%	1%	0%	8%	0%	F	NA			116000	G
Prince William County   2.32   71000   G   89%   1%   1%   0%   8%   0%   F   0.098   F   67000   G	North	To- From:	Russ	sell Rd Quar	ntico		]										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 125000 G 89% 1% 1% 0% 8% 0% F NA 117000 G		Prince William County	2 32	71000	G	80%	1%	1%	0%	20/	0%	F	U UO8	F		67000	G
North   Prince William County   2.39   82000   G   89%   1%   1%   0%   8%   0%   F   0.085   F   78000   G   7800	95)	,										' _		'			
Prince William County 2.39 <b>82000 G</b> 89% 1% 1% 0% 8% 0% F 0.085 F 78000 G  Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>150000 G</b> 89% 1% 1% 0% 8% 0% F NA 140000 G		Combined Trainic Estimates for 2 Faraller Roadways off the				0970	170	1 70	U 70	070	U-70	Г	INA			117000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>150000 G</b> 89% 1% 1% 0% 8% 0% F NA 140000 G	North	To- From:	76	-619 Triang	gle		$\bot$										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>150000 G</b> 89% 1% 1% 0% 8% 0% F NA 140000 G	95)	Prince William County	2.39	82000	G	89%	1%	1%	0%	8%	0%	F	0.085	F		78000	G
To: SR 234 Dumfries Rd		Combined Traffic Estimates for 2 Parallel Roadways on thi	is Route:	150000	G	89%	1%	1%	0%	8%	0%	F	NA			140000	G
		To:	SR 2	34 Dumfrie	s Rd												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_								т	ck			1/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	O A . d =			OT:I	QC	K	QK	Dir	AAWDT	QW
N. d.	From:	CD 2	124 D C:	D.I		1	ZAXIE	3+Axle	TTrail	21 raii		Factor		Factor		
North 95	Prince William County	3.55	234 Dumfrie 72000	G Ka	89%	」 1%	1%	0%	8%	0%	F	0.078	F		67000	G
Combined	Traffic Estimates for 3 Parallel Roadway			G	90%	1%	1%	0%	8%	0%	F	NA	'		140000	G
Combined	Tranic Estimates for 3 Faraller Roadway				90 /6	7 70	1 /0	0 /6	0 /0	0 /0	'	INA			140000	G
North	From:	/6-	784 Dale Bl	vd												
95)	Prince William County	2.22	76000	G	89%	1%	1%	0%	8%	0%	F	0.086	F		71000	G
Combined	Traffic Estimates for 3 Parallel Roadway	s on this Route:	171000	G	90%	1%	1%	0%	8%	0%	F	NA			166000	G
North	Ta. From:	76-3000 1	Prince Willi	am Pkw	y	}—										
North 95	Prince William County	1.92	85000	G	89%	1%	1%	0%	8%	0%	F	0.081	F		80000	G
Combined	Traffic Estimates for 3 Parallel Roadway			G	90%	1%	1%	0%	7%	0%	F	NA	•		179000	G
	To-		23 Gordon l				.,,	0,0	. , ,	0,0	•					
North	From:	L.														
95)	Prince William County	0.74	97000	G	89%	1%	1%	0%	8%	0%	F	0.098	F		92000	G
Combined	Traffic Estimates for 3 Parallel Roadway			G	90%	1%	1%	0%	7%	0%	F	NA			194000	G
North	From:	Fairfax Coun Prince William C	, ,	_												
95)	Fairfax County	0.38	97000	G	89%	<b>1</b> %	1%	0%	8%	0%	F	0.098	F		92000	G
	Traffic Estimates for 3 Parallel Roadway	s on this Route:		G	90%	1%	1%	0%	7%	0%	F	NA			194000	G
	To-		Richmond				.,,	- , ,			-					
North	From:										_		_			_
95)	Fairfax County	2.49	80000	F	89%	1%	1%	0%	8%	0%	F	0.076	F		78000	F
Combined	Traffic Estimates for 3 Parallel Roadway	s on this Route:	193000	F	91%	1%	1%	0%	7%	0%	F	NA			186000	F
North	To- From:	29-	642 Lorton	Rd		]										
95)	Fairfax County	1.90	88000	F	89%	1%	1%	0%	8%	0%	F	0.082	F		85000	F
	Traffic Estimates for 3 Parallel Roadway	s on this Route:	200000	F	91%	1%	1%	0%	7%	0%	F	NA			193000	F
	To-	Ramp	to Express	Lanes		1										
North	From:	•			000/	40/	40/	00/	00/	00/	F	0.000	_		70000	0
95)	Fairfax County	0.79	76000	G	89%	1%	1%	0%	8% <del>7</del> 0/	0%	F	0.086	F		72000	G
Combined	Traffic Estimates for 3 Parallel Roadway			G	91%	1%	1%	0%	7%	0%	F	NA			190000	G
North	To- From:	29-617 Backlick Rd	l, 29-7100 F	airfax Co	ounty Pkwy											
95)	Fairfax County	2.56	94000	G	89%	1%	1%	0%	8%	0%	F	0.076	F		90000	G
Combined	Traffic Estimates for 3 Parallel Roadway	s on this Route:	200000	N	91%	1%	1%	0%	7%	0%	Ν	NA			203000	Ν
	To-	Exp	ress Lane Ra	amp		1										
North	Fairfax County	0.14	94000	N	89%	<b>-</b> 1%	1%	0%	8%	0%	N	0.076	N		90000	N
95)	Traffic Estimates for 3 Parallel Roadway			N	91%	1%	1%	0%	0% 7%	0%	N	0.076 NA	IN		211000	N N
Combined	Tranic Estimates for 3 Parallel Roadway					170	1 70	U-/0	1 70	U%	IN	INA			Z11000	IN
North	To- Fram:	29-644 Francoi	nia Rd, Old	Keene M	Iill Rd											
North (95)	Fairfax County	0.96	111000	F	89%	1%	1%	0%	8%	0%	F	0.073	F		112000	F
Combined	Traffic Estimates for 3 Parallel Roadway	s on this Route:	263000	F		_						NA			260000	F
	To:	I-395, I-	495 Capital	Beltway												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		FIIIIdi y di	ia irricioto	101100	1100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	3 2ΔVIA	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:		I-395. I-495			1	ZAXIC	JIANE	TITAL	ZIIali		i actor		i actor		
95) Capital Beltway	Fairfax County	1.96	71000	F	90%	┛ 1%	1%	1%	7%	0%	F	0.07	F		73000	F
(33)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route		F	92%	1%		1%	5%	0%	F	NA			144000	F
		Capital Beltwa		-		.,,	. , ,	.,,	0,0	0,0	•					•
	To:		13 Van Dor			7										
North	From:		ora van Don													
95 Capital Beltway	Fairfax County	1.54	67000	G	90%	1%		1%	7%	0%	F	0.080	F		70000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	93%	1%	1%	1%	5%	0%	F	NA			143000	G
		Capital Beltwa	y is also s	igned	as I-495											
N1	To: From:	Eisenho	wer Ave Co	nnector		]—										
North  (95) Capital Beltway	Fairfax County	1.55	70000	Α	90%	_ 1%	1%	1%	7%	0%	С	0.083	Α		74000	Α
95 Capital Beltway	Combined Traffic Estimates for 2 Parallel Roadways			A	93%	1%		1%	5%	0%	С	0.074	Α	0.545	151000	A
	Combined Trainic Estimates for 2 Faraner Roadways	S on this Route. Capital Beltwa				170	170	1 70	5%	076	C	0.074	А	0.545	131000	А
	<b></b>				us 1-+50	_										
North	Io: From:	SR 2	41 Telegrap	h Rd												
95 Capital Beltway	Fairfax County	1.26	70000	F	90%	1%	1%	1%	7%	0%	F	0.067	F		73000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	142000	F	93%	1%	1%	1%	5%	0%	F	NA			149000	F
		Capital Beltwa	y is also s	igned	as I-495											
	To:		CL Alexandı													
North	From:		fax County I		000/		40/	40/	<b>-</b> 0/	00/	_	0.00-	_		70000	_
95 Capital Beltway	City of Alexandria (Maint: 29)	0.37	70000	F	90%	1%		1%	7%	0%	F _	0.067	F		73000	F
	Combined Traffic Estimates for 2 Parallel Roadways			. F	93%	1%	1%	1%	5%	0%	F	NA			149000	F
	_	Capital Beltwa	y is also s	ignea	as I-495	_										
North	To: From:		US 1			$ar{}$										
95) Capital Beltway	City of Alexandria (Maint: 29)	0.95	78000	F	90%	1%	1%	1%	7%	0%	F	0.068	F		82000	F
(33)	Combined Traffic Estimates for 2 Parallel Roadways			F	92%	1%		1%	5%	0%	F	NA			158000	F
		Capital Beltwa														
	To:	District of Colu				]										
Rev	From:	Start Reversible	e Lane South	n of Rus	sell Rd											
95)	Prince William County	2.72	12000	G	99%	<b>-</b> 1%	0%	0%	0%	0%	С	0.129	F		15000	G
93)	Combined Traffic Estimates for 3 Parallel Roadways		162000	G	90%	1%		0%	8%	0%	F	NA			156000	G
	To					٦	.,.	-,-								
Rev	From:	Ramp Between S												·		
Rev 95	Prince William County	0.15	12000	N	99%	1%		0%	0%	0%	N	0.129	Ν		15000	N
	Combined Traffic Estimates for 3 Parallel Roadways			N	90%	1%	1%	0%	8%	0%	N	NA			146000	Ν
Day	To: From:	Ramp Between S Ramp To 95 SB				+										
Rev 95	Prince William County	3.05	13000	. 234 and	97%	」 1%	1%	0%	1%	0%	F	0.145	F		16000	G
90)	Combined Traffic Estimates for 3 Parallel Roadways			G	90%	1%		0%	8%	0%	, E	0.143 NA	'		140000	G
	To T		784 Dale Bl		<i>90 7</i> 0	7 ' '	1 /0	U /0	0 /0	U /0	'	INA			140000	G
		70-	704 Date Di	ru		-1										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Prince William County   Prin			Primary a	iiu iiileisia	ale Roi	iles							14		·		
Prince William County	Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK .		AAWDT	QW
Prince William County		r 1						2Axle	3+Axle	1Trail	2Trail		Factor	l	Factor		
Combined Traffic Estimates for 3 Parallel Readways on this Route: 171000	Rev	Drings Milliam County				070/	<b></b>	40/	00/	40/	00/	_	0.40	_		04000	0
Prince William County	95)	,										•		F			G
Prince William County   1.65   27000   G   97%   1%   1%   0%   7%   0%   C   0.122   F   34000   C   0.000   C		Combined Traffic Estimates for 3 Parallel Roadways or	n this Route:	1/1000	G	90%	1%	1%	0%	8%	0%	F	NA			166000	G
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 182000	Rev	To- From:	76-3000 P	rince Willian	n Parkw	ay	_										
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 182000	95)	Prince William County	1.65	27000	G	97%	1%	1%	0%	1%	0%	С	0.122	F		34000	G
Prince William County   0.55   28000   G   97%   1%   1%   0%   1%   0%   F   0.125   F   36000   G   30%   1%   1%   0%   7%   0%   F   NA   194000   Mark		Combined Traffic Estimates for 3 Parallel Roadways or	n this Route:	182000	G	90%	1%	1%	0%	7%	0%	F	NA			179000	G
Prince William County   0.55   28000   G   97%   1%   1%   0%   1%   0%   F   0.125   F   36000   G   30%   1%   1%   0%   7%   0%   F   NA   194000   Mark		To	SR	123 Gordon l	Blvd		1										
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 196000   C   90%   1%   1%   0%   7%   0%   F   NA   194000	Rev	From: L				070/	40/	40/	00/	40/	00/	_	0.405	_		00000	_
Fairfax County	(95)	•										•		F			G
Prince William County		Combined Traffic Estimates for 3 Parallel Roadways or					_ 1% ¬	1%	0%	7%	0%	F	NA			194000	G
Rev   Series   Parallel Roadways on this Route:   198000   G   90%   1%   1%   1%   0%   7%   0%   F   NA   194000	Rev	From:			_		1										
Rev   Fairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-642 Lorton Rd   Pairfax County   Same   To 1-95 NB North of 29-7100   Pairfax County   Same   P	95)	Fairfax County					1%	1%	0%	1%	0%	F	0.125	F		36000	G
Part   Fairfax County   Same		Combined Traffic Estimates for 3 Parallel Roadways or	this Route:	196000	G	90%	1%	1%	0%	7%	0%	F	NA			194000	G
Fairfax County   Section   Featrax County   Section   Section   Featrax County   Section   Section   Featrax County   Section   Featrax County   Section   Sectio		To															
Rev   Fairfax County   O.91   August   State	Rev	From:					<b>」</b>					_		_			_
First   Firs	95)	,												F			F
Pairfax County		Combined Traffic Estimates for 3 Parallel Roadways or	n this Route:	193000	F	91%	1%	1%	0%	7%	0%	F	NA			186000	F
Fairfax County	Rev	To- From:	Frm I-95 NB	North of 29-	642 Lort	on Rd	]										
Rev   Fairfax County   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 195000   N   91%   1%   1%   0%   7%   0%   N   NA   188000	95)	Fairfax County	0.41	42000	N	98%	1%	0%	0%	1%	0%	Ν	0.106	N		42000	Ν
Rev   Fairfax County   Rev   Pairfax County		Combined Traffic Estimates for 3 Parallel Roadways or	this Route:	195000	N	91%	1%	1%	0%	7%	0%	N	NA			188000	N
Rev   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 187000   Final Post Bion Ramp South of 29-7100   Final Post Bion Ramp South of 29-700   Final Post Bion Ramp South of 29-644   Final Post B		To:	To I 05 S	B South of N	Javvinoto	n .											
Rev   Form   SB On Ramp South of 29-644   SB On Ramp South of 29-644   Prom   SB On Ramp South of 29	Rev	From:					<b>」</b>					_		_			_
Rev   Fairfax County   Prime   To I-95 NB North of 29-7100   N   98%   1%   0%   0%   1%   0%   N   0.103   N   44000	95)	,												F			F
Rev   Pairfax County   D.71   33000   N   98%   1%   0%   0%   1%   0%   N   0.103   N   44000		Combined Traffic Estimates for 3 Parallel Roadways or	n this Route:	187000	G	91%	1%	1%	0%	7%	0%	F	NA			190000	G
Combined Traffic Estimates for 3 Parallel Roadways on this Route:   200000   N   91%   1%   1%   0%   7%   0%   N   NA   203000	Rev	To: From:	To I-95	NB North of	29-7100	)	}—										
Combined Traffic Estimates for 3 Parallel Roadways on this Route:   200000   N   91%   1%   1%   0%   7%   0%   N   NA   203000	95	Fairfax County	0.71	33000	N	98%	1%	0%	0%	1%	0%	N	0.103	N		44000	N
Rev   From:   SB On Ramp South of 29-644	93)	,	this Route:			91%	1%	1%	0%	7%	0%	N	NA			203000	N
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 210000 N 91% 1% 1% 0% 7% 0% N NA 211000		To:					]	.,.	- , ,	. , ,							
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 210000 N 91% 1% 1% 0% 7% 0% N NA 211000	Rev	From:															
Rev   Fairfax County   D.38   32000   N   98%   1%   0%   0%   1%   0%   N   0.114   N   41000	95)	,										F	0.114	F			F
Fairfax County 0.38 32000 N 98% 1% 0% 0% 1% 0% N 0.114 N 41000 Combined Traffic Estimates for 3 Parallel Roadways on this Route: 210000 N 91% 1% 1% 0% 7% 0% N NA 211000    Rev   95		Combined Traffic Estimates for 3 Parallel Roadways or	n this Route:	210000	N	91%	1%	1%	0%	7%	0%	N	NA			211000	N
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 210000 N 91% 1% 1% 0% 7% 0% N NA 211000   Rev   29-7900 Franconia-Springfield Pkwy Pointing North	Pov	To: From: 29-7	900 Franconia-	Springfield F	kwy Po	inting South	h										
Combined Traffic Estimates for 3 Parallel Roadways on this Route: 210000 N 91% 1% 1% 0% 7% 0% N NA 211000   Rev   29-7900 Franconia-Springfield Pkwy Pointing North	OE NEW	Fairfax County	0.38	32000	N	98%	1%	0%	0%	1%	0%	N	0 114	N		41000	N
Rev   Fairfax County   D.23   32000   N   98%   1%   0%   0%   1%   0%   N   0.114   N   41000	33)	,												• •			N
Fairfax County 0.23 32000 N 98% 1% 0% 0% 1% 0% N 0.114 N 41000  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 210000 N 91% 1% 0% 7% 0% N NA 211000		<u> </u>					_	1 /0	0 /0	1 /0	0 /0	. •	1471			_11000	.,
Combined Traffic Estimates for 3 Parallel Roadways on this Route: <b>210000 N</b> 91% 1% 0% 7% 0% N NA 211000	Rev	rion															
Combined Traffic Estimates for 3 Parallel Roadways on this Route: <b>210000 N</b> 91% 1% 0% 7% 0% N NA 211000	95)	Fairfax County	0.23	32000	N	98%	1%	0%	0%	1%	0%	Ν	0.114	N		41000	Ν
The state of the s		Combined Traffic Estimates for 3 Parallel Roadways or	n this Route:	210000	N	91%	1%	1%	0%	7%	0%	Ν	NA			211000	Ν
To: Ramp to 95 NB for Beltway Traffic		To:	Ramp to 95	NB for Belt	tway Tra	iffic											

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	id interste	iic rtou	103			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010	3+Axle		2Troil	QC	Factor	QK	Factor	AAWDT	Q۷
Pov	From:	Ramp to 95	ND for Dolt	xyoy Trof	Fig.	1	ZAXIE	3*AXIE	IIIali	ZIIali		Factor		Factor		
Rev 95	Fairfax County	0.50	32000	N N	98%	1%	0%	0%	1%	0%	N	0.114	N		41000	N
95)	Combined Traffic Estimates for 3 Parallel Roadways on			N	91%	1%	1%	0%	7%	0%	N	NA	.,		211000	N
	Combined Trainic Estimates for 31 drailer (Coduways of	Tills Noute.		.,	3170	7	1 /0	0 70	7 70	0 70	IN	INA			211000	14
Rev	From:		29-644													
95)	Fairfax County	0.45	29000	F								0.095	F		30000	F
	Combined Traffic Estimates for 3 Parallel Roadways on			F		_						NA			260000	F
	To: I-3	95 Reversible L	anes at I-49	5 Capita	Beltway											
outh	From:	North (	Carolina Stat	e Line												
95)	Greensville County	4.39	20000	Α	77%	1%	2%	1%	19%	0%	С	0.144	Α		16000	P
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	40000	Α	79%	1%	2%	1%	18%	0%	С	NA			32000	P
	To-	40	-629 Skippe	rs		1—										
outh	Greensville County	3.83	19000	G	77%	<b>-</b> 1%	2%	1%	19%	0%	_	0.074	F		15000	(
95)	Combined Traffic Estimates for 2 Parallel Roadways on			G	79%	1%	2% 2%	1%	18%	0%			Г			(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	38000	G	79%	1%	2%	1%	18%	0%	г	NA			31000	(
uth	To- From:	US 301	South of E	mporia		_										
95)	Greensville County	1.81	19000	G	77%	1%	2%	1%	19%	0%	F	0.075	F		15000	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	39000	G	79%	1%	2%	1%	18%	0%	F	NA			32000	(
	To:		CL Emporia	,		1										
outh	From:															
95)	City of Emporia (Maint: 40)	1.24	19000	G	77%	1%	2%	1%	19%	0%	F	0.075	F		15000	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	39000	G	79%	1%	2%	1%	18%	0%	F	0.07	F	0.516	32000	(
uth	To- From:		US 58			]										
outh 95)	City of Emporia (Maint: 40)	0.35	12000	G	69%	1%	2%	1%	27%	1%	F	0.073	F		12000	(
95)	Combined Traffic Estimates for 2 Parallel Roadways on			G	76%	1%	2%	1%	21%	0%	E	NA	•		28000	(
	Tame Estimates for 21 arailer Roadways of				7070	7	270	170	2170	070	•	INA			20000	`
outh	From:	N	ICL Empori	a												
95)	Greensville County	1.92	12000	G	69%	1%	2%	1%	27%	1%	F	0.073	F		12000	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	31000	G	76%	1%	2%	1%	21%	0%	F	NA			28000	(
	To:	US 301	North of E	mporia		<b>—</b>										
outh	Croopsille County	0.44	42000		600/	10/	20/	10/	270/	10/	_	0.072	F		12000	,
95)	Greensville County	0.41	12000	G	69%	1%	2%	1%	27%	1%	-	0.073	г		12000	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	29000	G	75%	1%	2%	1%	21%	0%	F	NA			26000	(
uth	To: From:		40-614			_										
outh 05	Greensville County	3.19	9900	G	69%	1%	2%	1%	27%	1%	F	0.067	F		9900	(
9	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	26000	G	76%	1%	2%	1%	21%	0%	F	NA			23000	(
	To:		sex County I	_												
outh	From:		sville Count													
95)	Sussex County	0.58	9900	G	69%	1%	2%	1%	27%	1%	F	0.067	F		9900	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	26000	G	76%	1%	2%	1%	21%	0%	F	NA			23000	C
	To:		US 301			<u></u>										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar		410 1 101					1 .			1/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South	Prom:	0.04	US 301		000/		00/	40/	070/	40/	_	0.005	_		40000	_
95	Sussex County	3.04	12000	G	69%	1%	2%	1%	27%	1%	-	0.065	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	29000	G	75%	1%	2%	1%	21%	0%	F	NA			26000	G
South	To: From:	9	1-631 Jarra	tt		<u> </u>										
95)	Sussex County	3.92	13000	G	69%	1%	2%	1%	27%	1%	F	0.066	F		13000	G
00)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	30000	G	75%	1%	2%	1%	21%	0%	F	NA			27000	G
	To:		91-645													
South	From:	_														_
95)	Sussex County	6.54	13000	G	69%	1%	2%	1%	27%	1%	F	0.075	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	30000	G	75%	1%	2%	1%	21%	0%	F	NA			27000	G
South	Ta- From:	SR	40 Stony Cı	reek		}										
95)	Sussex County	2.52	16000	G	69%	1%	2%	1%	27%	1%	С	0.069	F		16000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways			G	70%	1%	2%	0%	26%	1%	С	NA	•		30000	G
	Table Traine Estimates for 21 drainer Neadways	orr trilo reduce.			1070	٠/٥	270	070	2070	170	Ü	100			00000	Ŭ
South	From:		91-602													
95)	Sussex County	0.97	16000	G	69%	1%	2%	1%	27%	1%	F	0.076	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	29000	G	75%	1%	2%	1%	22%	0%	F	NA			27000	G
	To:		George Cour	-												
South	Prince George County	2.91	16000	Line	69%	」 1%	2%	1%	27%	1%	_	0.076	F		16000	G
95										0%			Г			
	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	2%	1%	22%	0%	Г	NA			27000	G
South	Ta- From:	7.	4-623 Carso	on												
95)	Prince George County	3.42	20000	G	83%	1%	1%	0%	14%	0%	F	0.077	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	G	82%	1%	1%	1%	15%	0%	F	NA			29000	G
	To	US 30	1, SR 35, S	R 156		Ъ—										
South	From:				200/	40/	40/	00/	4.40/	00/	_	0.400			47000	
95	Prince George County	5.45	20000	Α	83%	1%	1%	0%	14%	0%	С	0.133	Α		17000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	40000	Α	82%	1%	1%	1%	15%	0%	С	NA			34000	Α
South	To- From:		US 301			}										
95)	Prince George County	0.58	25000	G	83%	1%	1%	0%	14%	0%	F	0.078	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	41000	G	82%	1%	1%	1%	15%	0%	F	NA			34000	G
	To		I-295													
South	From:															
95	Prince George County	0.42	16000	G	83%	1%	1%	0%	14%	0%	F	80.0	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	28000	G	82%	1%	1%	1%	15%	0%	F	NA			23000	G
Courth	To- From:	SC	CL Petersbu	ırg		}—										
South 95	City of Petersburg (Maint: 74)	0.34	16000	G	83%	1%	1%	0%	14%	0%	F	0.08	F		13000	G
90	Combined Traffic Estimates for 2 Parallel Roadways			G	82%	1%	1%	1%	15%	0%	F	NA	•		23000	G
	COMDINE HAME LAMBIES TO A FAIRIE RUGUWAVS	on tino Noute.	<b>40000</b>	G	OZ /0	1/0	1 /0	ı /0	10/0	U /0	- 1	11/7			20000	G

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu miersia	ile Rol	nes											
Route	Jurisdiction	Length	ΔΔΩΤ	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	. OW
rodic		Longui	AADI	Q/A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
South	From:		Rives Rd			J					_		_			_
95)	City of Petersburg (Maint: 74)	1.22	17000	G	83%	1%	1%	0%	14%	0%	F	0.082	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	30000	G	82%	1%	1%	1%	15%	0%	F	NA			25000	G
South	To- From:		Wagner Rd			]										
95)	City of Petersburg (Maint: 74)	2.29	23000	G	83%	1%	1%	0%	14%	0%	F	0.082	F		19000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways			G	82%	1%	1%	1%	15%	0%	F	NA			36000	G
	To	US 460; US 3						.,.	,.		-					
South	From:				-											
95)	City of Petersburg (Maint: 74)	0.53	23000	N	83%	1%	1%	0%	14%	0%	N	0.082	Ν		19000	N
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	43000	N	82%	1%	1%	1%	15%	0%	N	NA			36000	N
South	Ta- From:		I-85			]										
95)	City of Petersburg (Maint: 26)	0.66	35000	G	89%	1%	1%	1%	8%	0%	F	0.077	F		34000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways			G	89%	1%	1%	1%	8%	0%	F	NA	•		73000	G
	Tar				0070	٦	170	170	070	070	•	100			70000	Ŭ
South	From:	U	S 301; US 46	60												
(95)	City of Petersburg (Maint: 26)	0.48	43000	G	89%	1%	1%	1%	8%	0%	F	0.079	F		42000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	89%	1%	1%	1%	8%	0%	F	NA			91000	G
0. 11.	To:		Colonial He	0												
South	City of Colonial Heights (Maint: 20		CL Petersbur 43000	rg G	89%	」 1%	1%	1%	8%	0%	E	0.079	F		42000	G
95	Combined Traffic Estimates for 2 Parallel Roadways	,		G	89%	1%	1%	1%	8%	0%		0.073	F	0.527	91000	G
	Combined Trainc Estimates for 2 Parallel Roadways				0970	170	1 70	170	070	070	Г	0.06	Г	0.527	91000	G
South	To- From:	So	outhpark Blv	⁄d												
95)	City of Colonial Heights (Maint: 20	0) 1.05	37000	F	89%	1%	1%	1%	8%	0%	F	0.079	F		37000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	77000	F	89%	1%	1%	1%	8%	0%	F	NA			76000	F
	To:	SR 1	44 Temple	Ave		1										
South	City of Colonial Hainhta (Maint) 20				000/	40/	40/	40/	00/	00/	_	0.005	^		42000	^
95	City of Colonial Heights (Maint: 20	,	44000	A	89%	1%	1%	1%	8%	0%	С	0.095	A	0.540	43000	A
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	87000	Α	89%	1%	1%	1%	8%	0%	С	0.089	Α	0.548	86000	Α
South	To- From:	NCL	Colonial He	eights												
95)	Chesterfield County	1.92	44000	Α	89%	1%	1%	1%	8%	0%	С	0.095	Α		43000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	87000	Α	89%	1%	1%	1%	8%	0%	С	NA			86000	Α
	To-	20-620	); 20-746 Wa	althall		1										
South	From: L										_		_			_
95	Chesterfield County	3.24	42000	F	89%	1%	1%	1%	8%	0%	F	880.0	F		41000	F
~	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	82000	F	89%	1%	1%	1%	8%	0%	F	NA			81000	F
South	To- From:	SR 10	West Hundr	red Rd		]										
95)	Chesterfield County	1.54	50000	F	89%	1%	1%	1%	8%	0%	F	0.097	F		50000	F
33	Combined Traffic Estimates for 2 Parallel Roadways			F	89%	1%	1%	1%	8%	0%	F	NA	-		101000	F
	To-		SR 288	•	30 /0	٦ . ٠٠	. 75	1 /0	0,0	0,0	•				.0.000	•

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		FIIIIdi y di	ia interett					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		SR 288			1	27 000	0.700	TTTGII	ZIIGII		1 40101		1 40101		
95)	Chesterfield County	1.79	49000	F	89%	1%	1%	1%	8%	0%	F	0.105	F		49000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	95000	F	89%	1%	1%	1%	8%	0%	F	NA			94000	F
Courth	Tre- From:	20-	-613 Willis	Rd		]—										
South 95	Chesterfield County	3.14	49000	F	89%	1%	1%	1%	8%	0%	F	0.112	F		48000	F
93)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	98000	F	89%	1%	1%	1%	8%	0%	F	NA			97000	F
	To:		Chippenha	m Pkwy		<b>7</b>										
South	Chesterfield County	0.24	47000	F	89%	<b>-</b> 1%	1%	1%	8%	0%	_	0.120	F		47000	_
95	Combined Traffic Estimates for 2 Parallel Roadways			F	89%	1%	1%	1%	8%	0%	F	0.120 NA	г		96000	F
	Tari				09 /0	1 /0 <b>7</b>	1 /0	1 /0	0 /0	0 /0	•	INA			90000	'
South	From:		CL Richmon													
95)	City of Richmond (Maint: 20)	1.39	47000	F	89%	1%	1%	1%	8%	0%	F	0.120	F		47000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	97000	F	89%	1%	1%	1%	8%	0%	F	NA			96000	F
South	To- From:	SR	161 Bells	Rd		}—										
95)	City of Richmond (Maint: 20)	3.86	51000	F	89%	1%	1%	1%	8%	0%	F	0.114	F		50000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	100000	F	89%	1%	1%	1%	8%	0%	F	NA			99000	F
South	To- From:		Maury St			]—										
South 95	City of Richmond (Maint: 43)	0.75	61000	G	89%	1%	1%	1%	8%	0%	F	0.100	F		60000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways				89%	1%	1%	1%	8%	0%	F	NA			116000	
	Ta:	SR 19:	5 Downtow	n Expv		1										
South	City of Richmond (Maint: 43)	1.47	60000	G	89%	<b>-</b> 1%	1%	1%	8%	0%	_	0.084	F		58000	G
95	Combined Traffic Estimates for 2 Parallel Roadways			G	89%	1%	1%	1%	8%	0%		0.064 NA	г		125000	
	Tare				0970	1 /0 <b>7</b>	1 /0	1 70	070	0 70	'	INA			123000	O
South East	Fram:		South Interc													
95 64	City of Richmond (Maint: 43)	2.72	72000	В	91%	1%	1%	1%	6%	0%	С	0.093	Α		77000	В
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	143000	В	91%	1%	1%	1%	6%	0%	С	NA			152000	В
South East	Ta- From:	SR	161 Bouley	/ard												
95) (64)	City of Richmond (Maint: 43)	0.48	68000	G	91%	1%	1%	1%	6%	0%	F	0.087	F		72000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	133000	G	91%	1%	1%	1%	6%	0%	F	NA			140000	G
South	Ta- From:	I-64 Nort	th Interchan	ige, I-195	i	}—										
95)	City of Richmond (Maint: 43)	1.01	54000	G	89%	1%	2%	1%	7%	0%	F	0.091	F		55000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	95000	G	89%	1%	1%	1%	7%	0%	F	NA			95000	G
	To:	N ^t	CL Richmo	nd		1										
South	Henrico County	0.76	54000	G	89%	<b>-</b> 1%	2%	1%	7%	0%	F	0.091	F		55000	G
			J4000	G	09/0	1 /0	<b>∠</b> /0	1 /0	1/0	U /0		0.051	- 1		55000	G
95	Combined Traffic Estimates for 2 Parallel Roadways		95000	G	89%	1%	1%	1%	7%	0%	F	0.083	F	0.632	95000	G

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

		FIIIIai y ai		210 1 100				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Avle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		US 1			Ī	ZANE	JIANE	TTTAIL	ZIIali		1 actor		1 actor		
95)	Henrico County	1.06	48000	G	89%	1%	2%	1%	7%	0%	F	0.097	F		48000	G
000	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	94000	G	89%	1%	1%	1%	7%	0%	F	NA			94000	G
	To		US 301													
South	From:	4.00			000/	40/	00/	40/	<del>-</del> 0/	00/	_	0.00=	_		40000	_
95	Henrico County	1.60	49000	F	89%	1%	2%	1%	7% <del>7</del> %	0%	С	0.095	В		48000	F
	Combined Traffic Estimates for 2 Parallel Roadways on t	tnis Route:	98000	F	89%	1%	1%	1%	7%	0%	С	NA			97000	F
South	Ta- From:	SR	73 Parham	Rd												
95)	Henrico County	2.04	47000	G	89%	1%	2%	1%	7%	0%	F	0.098	F		47000	G
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	83000	G	89%	1%	1%	1%	7%	0%	F	NA			84000	G
2 "	To- From-		I-295			1										
South	Henrico County	0.98	50000	G	85%	_ 1%	1%	1%	12%	0%	E	0.072	F		45000	G
95	Combined Traffic Estimates for 2 Parallel Roadways on t			G	85%	1%	1%	1%	12%	0%		NA	'		107000	
	To:		ver County		0370	7 ' "	1 /0	1 /0	12 /0	0 70	'	INA			107000	J
South	From:	Henr	ico County	Line												
95)	Hanover County	0.35	50000	G	85%	1%	1%	1%	12%	0%	F	0.072	F		45000	G
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	119000	G	85%	1%	1%	1%	12%	0%	F	0.071	F	0.597	107000	G
Courth	To- From:	42-65	6 Sliding H	ill Rd		}—										
South 95	Hanover County	2.64	56000	F	85%	1%	1%	1%	12%	0%	С	0.09	В		53000	F
93)	Combined Traffic Estimates for 2 Parallel Roadways on t			F	85%	1%	1%	1%	12%	0%	С	NA	_		103000	F
	To		2 Lewistow				.,,	.,.								
South	From:										_		_			_
95	Hanover County	2.74	52000	G	85%	1%	1%	1%	12%	0%	F	0.064	F		47000	G
	Combined Traffic Estimates for 2 Parallel Roadways on to	this Route:	95000	G	85%	1%	1%	1%	12%	0%	F	NA			85000	G
South	To: From:	SI	R 54 Ashlar	nd		_										
95)	Hanover County	6.15	46000	G	85%	1%	1%	1%	12%	0%	F	0.066	F		41000	G
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	95000	G	85%	1%	1%	1%	12%	0%	F	NA			86000	G
	Tac		SR 30			1										
South	Hanover County	2.88	38000	G	85%	<b>-</b> 1%	1%	1%	12%	0%	_	0.071	F		34000	G
95	Combined Traffic Estimates for 2 Parallel Roadways on t			G	85%	1%	1%	1%	12%	0%	F	0.068	F	0.551	69000	G
	To:		ine County		0370	7	1 70	1 70	12 70	0%	Г	0.000	Г	0.551	09000	Ċ.
outh	From:		ver County													
95)	Caroline County	3.67	38000	G	85%	1%	1%	1%	12%	0%	F	0.071	F		34000	G
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	77000	G	85%	1%	1%	1%	12%	0%	F	NA			69000	G
D. 11	To: From:		SR 207			]——										
South 95)	Caroline County	6.02	41000	G	82%	<b>-</b> 1%	2%	1%	14%	0%	F	0.074	F		34000	G
LUD I	Caroline County	0.02	T1000	3	OZ /0	1 /0	<b>~</b> /0	1 /0	17/0	0 /0	•	0.074	•		J-000	G
93)	Combined Traffic Estimates for 2 Parallel Roadways on t	thic Pouto	21000	G	83%	1%	1%	1%	14%	0%	F	NA			68000	G

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

	T TITTOLY	and milers	iaic i io				Tri	ıck			K		Dir		
Route	Jurisdiction Leng	h <b>AADT</b>	QA	4Tire	Bus	2010	3+Axle		2Troil	QC	Factor	QK	Factor	AAWDT	QW
Courth	From:	16-639 Ladys	na i th		1	ZAXIE	3+Axie	HIII	ZITAII		Factor		Factor		
South 95	Caroline County 6.05		G	82%	<b>」</b> 1%	2%	1%	14%	0%	F	0.075	F		35000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		G	83%	1%	1%	1%	14%	0%	F	NA	•		67000	G
	<u></u>	sylvania Cou		03 /0	7 ' "	1 /0	1 /0	14 /0	0 /0	'	INA			07000	G
South		aroline Count	-												
95)	Spotsylvania County 2.07	42000	G	82%	1%	2%	1%	14%	0%	F	0.075	F		35000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: <b>79000</b>	G	83%	1%	1%	1%	14%	0%	F	0.068	F	0.588	67000	G
South	Ta- From:	88-606 Thorn	burg		]										
South 95	Spotsylvania County 7.27	46000	Α	82%	1%	2%	1%	14%	0%	С	0.103	Α		40000	Α
(33)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		Α	83%	1%	1%	1%	14%	0%	С	NA			80000	Α
	To.	US 1; US 1	17		<b>—</b>										
South (95) (17)	Spotsylvania County 2.90		G	82%	<b>-</b> 1%	2%	1%	14%	0%	F	0.065	F		44000	G
95) (17)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			83%	1%	1%	1%	14%	0%	F	NA	•		86000	G
	·			0370	7 70	1 70	1 /0	1-70	0 70	'	INA			00000	U
South	From:	CL Frederick	sburg												
(95) (17)	City of Fredericksburg (Maint: 88) 1.6 ²	52000	G	82%	1%	2%	1%	14%	0%	F	0.065	F		44000	G
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: <b>101000</b>	G	83%	1%	1%	1%	14%	0%	F	0.066	F	0.505	86000	G
South	Tax From:	SR 3													
95) (17)	City of Fredericksburg (Maint: 88) 1.76	66000	F	82%	1%	2%	1%	14%	0%	F	0.086	F		57000	F
(30) (11)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e [.] <b>140000</b>	G	83%	1%	1%	1%	14%	0%	F	NA			120000	G
	<u>,</u>	afford County			٦	.,.	.,,		- , ,	-					_
South		CL Frederick													
(95) {17}	Stafford County 1.26		F	82%	1%	2%	1%	14%	0%	F	0.086	F		57000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: <b>140000</b>	G	83%	1%	1%	1%	14%	0%	F	NA			120000	G
South	To: From:	IS 17; BUS U	JS 17		_										
95)	Stafford County 6.99	63000	F	89%	1%	1%	0%	9%	0%	F	0.079	F		59000	F
95)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			89%	1%	1%	0%	8%	0%	F	NA	•		115000	F
	To-		-		٦	. , ,	0,0	0,0	0,0	•					•
South	From:	89-630			_										
95)	Stafford County 3.23	63000	В	89%	1%	1%	0%	9%	0%	С	0.087	Α		59000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: <b>128000</b>	В	89%	1%	1%	0%	8%	0%	С	NA			121000	В
Courth	To: From:	89-610			_										
South 95	Stafford County 4.06	58000	G	89%	_ 1%	1%	0%	9%	0%	F	0.096	F		53000	G
93)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			89%	1%	1%	0%	8%	0%	F	NA	•		116000	G
		e William Co			٦ ' ′′	1 /0	0 /0	070	0 /0	'	11/-1			110000	J
South		afford County	_												
South 95	Prince William County 0.34	58000	G	89%	1%	1%	0%	9%	0%	F	0.096	F		53000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: <b>124000</b>	G	89%	1%	1%	0%	8%	0%	F	NA			116000	G
		ussell Rd Qua													

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

		Primary ar	iu iiilei sie	ale No	1100							14		D:		
Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South	From:		sell Rd Quar			J					_		_			_
95)	Prince William County	2.37	54000	G	89%	1%	1%	0%	9%	0%	F	0.091	F		50000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	125000	G	89%	1%	1%	0%	8%	0%	F	NA			117000	G
South	To: From:	76	5-619 Triang	gle		]										
95)	Prince William County	2.50	68000	G	89%	1%	1%	0%	9%	0%	F	0.088	F		63000	G
95)	Combined Traffic Estimates for 2 Parallel Roadways			G	89%	1%	1%	0%	8%	0%	F	NA	•		140000	G
	Tallio Estimates for 21 drailer readways				0070	٦ '	170	070	070	070	•	14/1			140000	Ü
South	From:	SR 2	234 Dumfrie	s Rd												
95)	Prince William County	4.23	61000	G	89%	1%	1%	0%	9%	0%	F	0.079	F		56000	G
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	145000	G	90%	1%	1%	0%	8%	0%	F	NA			140000	G
<b>.</b>	To: From:	SR	784 Dale B	lvd		1										
South	Prince William County	1.58	77000	G	89%	1%	1%	0%	9%	0%	_	0.080	F		71000	G
95	•			G	90%	1%	1%	0%	9% 8%	0%	г -		Г			G
	Combined Traffic Estimates for 3 Parallel Roadways					170	170	U%	070	0%	Г	NA			166000	G
South	To: From:	SR 3000	Prince Willi	am Pkw	У											
95)	Prince William County	1.91	70000	G	89%	1%	1%	0%	9%	0%	F	0.089	F		65000	G
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	182000	G	90%	1%	1%	0%	7%	0%	F	NA			179000	G
	Ta.	SR 1	23 Gordon l	Rlvd		1										
South	From:				000/	40/	40/	00/	00/	00/	_	0.000	_		00000	_
95	Prince William County	0.29	71000	F	89%	1%	1%	0%	9%	0%	F _	0.088	F		66000	F
	Combined Traffic Estimates for 3 Parallel Roadways o				90%	1%	1%	0%	7%	0%	F	NA			194000	G
South	From:	Fairfax Cour Prince William C														
95)	Fairfax County	0.80	71000	F	89%	1%	1%	0%	9%	0%	F	0.088	F		66000	F
000	Combined Traffic Estimates for 3 Parallel Roadways	on this Route	196000	G	90%	1%	1%	0%	7%	0%	F	NA			194000	G
	To:		Richmond			٦	. , 0	0,0	. , ,	0,0	•					
South	From:		Kienmona	HWY												
95)	Fairfax County	2.04	71000	F	89%	1%	1%	0%	9%	0%	F	0.076	F		67000	F
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	193000	F	91%	1%	1%	0%	7%	0%	F	NA			186000	F
Courth	Ta. From:	29-	-642 Lorton	Rd		]										
South	Fairfax County	2.45	70000	F	89%	- 1%	1%	0%	9%	0%	F	0.071	F		66000	F
95	Combined Traffic Estimates for 3 Parallel Roadways			F	91%	1%	1%	0%	7%	0%	E	NA	'		193000	F
	Combined Traine Estimates for 31 araller (Cadways)				3170	7	1 /0	0 70	1 /0	0 70	'	INA			193000	'
South	From:	Ramp I	From Expres	s Lanes												
95)	Fairfax County	0.48	78000	G	89%	1%	1%	0%	9%	0%	F	0.076	F		74000	G
	Combined Traffic Estimates for 3 Parallel Roadways			G	91%	1%	1%	0%	7%	0%	F	NA			190000	G
	To: 29	9-617 Backlick Ro			ounty Pkwy	/										
South	From:		517 Backlick		000/	J	40/	00/	00/	00/	_	0.074	_		00000	_
95	Fairfax County	1.12	73000	G	89%	1%	1%	0%	9%	0%	F	0.071	F		69000	G
	Combined Traffic Estimates for 3 Parallel Roadways o			N	91%	1%	1%	0%	7%	0%	N	NA			203000	N
	10:	Ramp	to Express	Lanes												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		to Express		000/	40/	40/	00/	00/	00/	-	0.000	_		00000	•
95	Fairfax County	1.81	84000	G	89% 91%	1% 1%	1%	0%	9% 7%	0%	F	0.069	F		80000	G
	Combined Traffic Estimates for 3 Parallel Roadways			N		1%	1%	0%	1%	0%	N	NA			211000	N
South	From:	29-644 Francor	iia Rd, Old	Keene M												
South 95	Fairfax County	1.27	124000	F	89%	1%	1%	0%	9%	0%	F	0.063	F		118000	F
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	263000	F								NA			260000	F
South	To- From:	I-395, I-4	195 Capital	Beltway		}——										
95 Capital Beltway	Fairfax County	1.74	71000	F	95%	0%	1%	1%	3%	0%	F	0.071	F		71000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	141000	F	92%	1%	1%	1%	5%	0%	F	NA			144000	F
		Capital Beltway	/ is also s	signed a	as I-495											
0. "	To:	29-6	13 Van Dor	n St												
South (95) Capital Beltway	Fairfax County	1.20	70000	F	95%	0%	1%	1%	3%	0%	F	0.071	F		74000	F
95) Capital Bollinay	Combined Traffic Estimates for 2 Parallel Roadways			G	93%	1%	1%	1%	5%	0%	F	NA	•		143000	G
	20	Capital Beltway				. , ,	. , ,	. , 0	0,0	0,0	•					
	To:	Eisenho	wer Ave Co	onnector		1										
South Conital Dalhum	From:				050/	<b>7</b> 00/	40/	40/	20/	00/	_	0.074	^		77000	^
95 Capital Beltway	Fairfax County	2.41	74000	A	95%	0%	1%	1%	3%	0%	С	0.074	Α		77000	A
	Combined Traffic Estimates for 2 Parallel Roadways	Capital Beltway		A signed	93%	1%	1%	1%	5%	0%	С	NA			151000	Α
	Ter	•			13 1-430	7										
South	From:		41 Telegrap			)										
95 Capital Beltway	Fairfax County	0.48	73000	F	95%	0%	1%	1%	3%	0%	F	0.065	F		76000	F
	Combined Traffic Estimates for 2 Parallel Roadways			. F	93%	1%	1%	1%	5%	0%	F	NA			149000	F
	To:	Capital Beltway	/ <i>is also s</i> CL Alexand		as I-495	1										
South	From:		ax County													
95 Capital Beltway	City of Alexandria (Maint: 29)	0.71	73000	F	95%	0%	1%	1%	3%	0%	F	0.065	F		76000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	142000	F	93%	1%	1%	1%	5%	0%	F	NA			149000	F
		Capital Beltway	/ is also s	signed a	as I-495											
Courth	To: From:		US 1													
South (95) Capital Beltway	City of Alexandria (Maint: 29)	0.61	72000	F	95%	0%	1%	1%	3%	0%	F	0.073	F		76000	F
95) Sapital Boltina,	Combined Traffic Estimates for 2 Parallel Roadways			F	92%	1%	1%	1%	5%	0%	F	NA	•		158000	F
		Capital Beltway		-		.,•	. , •	. , •	- / 0	- / 0	-					•
	To:	District of Colu		_												
	From:	US 501 S	S of Cluster	Springs								<u> </u>		<u> </u>	<u> </u>	
96	Halifax County	7.11	1700	G	82%	1%	3%	1%	13%	0%	С	0.091	F	0.555	1700	G
	To: From:	W	CL Virgilir	na												
96)	Town of Virgilina (Maint: 41)	0.59	1700	N	82%	1%	3%	1%	13%	0%	Ν	0.091	Ν	0.555	1700	Ν
	To:		N SR 49													

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

-		Primary an	iu iiileisia	ale Rol	iles							.,				
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		N SR 49		/	J					_		_			_
(96) (49)	Town of Virgilina (Maint: 41)	0.13	2000	G	86%	1%	4%	0%	9%	0%	F	0.083	F	0.61	2000	G
$\overline{}$	To:	North (	Carolina Sta	te Line												
	From:	SI	R 89 Main S	St												
(97) Pipers Gap Rd	City of Galax	0.11	2900	G	95%	0%	2%	1%	1%	0%	С	0.085	F	0.616	3100	G
	Ta		ECL Galax			1										
07	Grayson County	0.78	2900	G	98%	0%	1%	0%	1%	0%	С	0.093	F	0.658	2900	G
97	To:		oll County l		0070	7	.,,	0,0	. , ,	0,0	•	0.000	•	0.000		
	From:		son County													
97	Carroll County	3.76	2500	G	95%	0%	3%	1%	2%	0%	С	0.092	F	0.626	2500	G
	Ta	17.7	713 Pipers (	700		1										
0.7	From Carroll County	4.51	1200	лар <b>G</b>	95%	0%	3%	1%	2%	0%	F	0.089	F	0.551	1200	G
97)	To:		Ridge Park		95/0	7	3 /0	1 /0	2/0	0 /6	'	0.009	'	0.551	1200	G
	From:		52 Bland C		000/	]	00/	00/	00/	00/	_	0.400	_		050	_
98)	Bland County	0.50	240	F	98%	2%	0%	0%	0%	0%	С	0.123	F	0.5	250	F
	10.	10-605	South of Bla	and CH												
	From:		NCL Pulask													
(99) Randolph Ave	Town of Pulaski	0.68	1600	G	98%	1%	1%	0%	1%	0%	F	0.1	F	0.582	1700	G
	To:		9th St			1										
99) Randolph Ave	Town of Pulaski	0.47	3600	G	98%	1%	1%	0%	1%	0%	С	0.088	F	0.501	3900	G
	Ta		3Rd St			1										
99 Randolph Ave	From: <b>L</b> Town of Pulaski	0.08	4000	G	98%	1%	1%	0%	1%	0%	F	0.083	F	0.724	4300	G
99 Randolph Ave	To:	0.00	Main St		30 /0	7	1 /0	0 70	1 /0	0 70	'	0.003	'	0.724	4300	O
	From:	R	andolph Av	e												
99 Main Street	Town of Pulaski	0.20	1900	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.887	2000	G
00)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route	3700	G	98%	0%	0%	0%	1%	0%	F	NA			4000	G
	T					7	0,0	0,0	. , ,	0,0	•					
Main Chroat	From:		ashington A		000/	00/	40/	00/	40/	00/		0.400		0.040	4000	
99) Main Street	Town of Pulaski	0.32	3900	G	98%	0%	1%	0%	1%	0%	С	0.103	F	0.649	4200	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	7900	G	98%	0%	0%	0%	1%	0%	С	NA			8600	G
	To- From:		3Rd St													
(99) Main Street	Town of Pulaski	1.10	13000	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.501	14000	G
$\overline{}$	To	Bo	b White Bl	vd		1										
99 Main Street	From: <b>∟</b> Town of Pulaski	1.00	7300	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.658	7900	G
99)	Town of Falconi				0070	7	170	0 70	170	0 70	•	0.000	•	0.000	1000	Ŭ
	Ta- From:		ECL Pulaski		~=~:		421	051	05.	251	_		_			
(99)	Pulaski County	1.35	7300	G	95%	1%	1%	0%	3%	0%	С	0.092	F	0.607	7400	G
~	To:	I-8	1 & RT F0	47												
	From:		9 Randolph													
(99) 3rd Street	Town of Pulaski	0.25	1800	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.849	2000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	3700	G	98%	0%	0%	0%	1%	0%	F	NA			4000	G
	To:	US 11	Washingto	n Ave		1										

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

		Primary and	u miersiale	ROU	nes											
Route	Jurisdiction	Length	AADT 4	ΟΔ	4Tire	Ruc		Tru	ıck		QC	K	QK	Dir	AAWDT	OW/
Roule	Junsuiction	Lengin	AADI '	QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
	From:	US 11 V	Washington A	Ave												
(99)	Town of Pulaski	0.34	4000	G	98%	0%	0%	0%	1%	0%	С	0.095	F		4300	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	7900	G	98%	0%	0%	0%	1%	0%	С	NA			8600	G
	To:	SR	. 99 Main St													
	From:	US 221	East of Hillsy	ville												
100	Carroll County	8.12	3600	G	90%	0%	3%	4%	3%	0%	С	0.091	F	0.518	3600	G
	To:	Wyth	e County Lin	ne												
	From:	Carrol	ll County Lin													
100	Wythe County	6.16	3200	F	93%	1%	1%	3%	2%	0%	С	0.101	F	0.627	3300	F
	To:		ki County Lin													
	From:		e County Lin			J					_		_			_
(100)	Pulaski County	3.91	3600	G	93%	1%	1%	3%	2%	0%	F	0.092	F	0.718	3600	G
	To- From:	I-81 V	West of Drape	er		1—										
(100) (81)	Pulaski County	2.11			S	See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	40000	G	72%	1%	1%	1%	24%	2%	F	0.080	F	0.68	40000	G
	To.					7										
	From: Pulaski County	1.67	F-47 S INT		-	200   0	1 for dir	national t	roffic ve	dumo oc	timata	s for this	0000	aont		
100 81			07000	_									•		07000	_
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	37000	G	72%	1%	1%	1%	24%	2%	F	0.078	F	0.594	37000	G
	To- From:		I INT & SR 9	99 INT		]										
(100) (81)	Pulaski County	4.35			S	See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	39000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.527	39000	G
	To-		FR 47													
	From:		I-81		/	J					_					
100	Pulaski County	0.84	14000	Α	93%	0%	2%	1%	4%	0%	С	0.102	Α	0.522	16000	Α
	To- Fram:	77-682	South of Dub	blin		<b>—</b>										
100	Pulaski County	0.21	17000	G	93%	0%	2%	1%	4%	0%	F	0.090	F	0.568	18000	G
100	Te.	G/	CL D III			7										
	From: Town of Dublin (Maint: 77)		CL Dublin 17000	N	93%	0%	2%	1%	4%	0%	N	0.090	N	0.568	18000	N
100	Town of Dublin (Maint. 77)	0.51	17000	IN	93%	U70 _	270	1 70	470	0%	IN	0.090	IN	0.506	10000	IN
	To: From:		S 11 Dublin													
100	Town of Dublin (Maint: 77)	0.21	5300	G	91%	0%	1%	3%	5%	0%	С	0.095	Ν	0.665	5700	G
	To:	N	CL Dublin			<b>—</b>										
(100) Clebone Rd	Pulaski County	4.16		F	92%	1%	1%	2%	5%	0%	С	0.095	F	0.665	6300	F
100)						7										
	From:	0.70	77-627	_	000/	-00/	00/	40/	40/	00/	_	0.007	_	0.75	5000	_
100	Pulaski County	3.79		G	93%	0%	2%	1%	4%	0%	F	0.097	F	0.75	5000	G
	rom:		s County Line ki County Lin													
(400)	Giles County	1.37		G	89%	」 1%	4%	2%	5%	0%	F	0.097	F	0.677	4200	G
(100)	Giles County	1.07	7400	3	09/0	1 /0	→ /0	∠ /0	J /0	U /0	ı	0.087	'	0.077	4200	G
	To: From:		42 Poplar Hill			]—										
(100)(42)	Giles County	2.13		G	89%	1%	4%	2%	5%	0%	С	0.098	F	0.672	3900	G
$\sim$	To:	35-750	Cedar Crest	Rd												

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

		Primary an						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		O Cedar Cres			J										
100	Giles County	0.72	3800	G	89%	1%	4%	2%	5%	0%	F	0.093	F	0.635	3900	G
	Tac From:		0 Post Offic		000/		40/	00/	<b>F</b> 0/	00/		0.004		0.575	4000	
100	Giles County	0.45	4300	G	89%	1%	4%	2%	5%	0%	F	0.091	F	0.575	4300	G
100	Giles County	4.37	06 Meadows 4600	Rd <b>G</b>	89%	1%	4%	2%	5%	0%	F	0.089	F	0.522	4600	G
(100)	To-		Wilburn Val		0070		770	270	070	070		0.000		0.022	4000	
100	Giles County	2.24	6100	G	89%	1%	4%	2%	5%	0%	F	0.086	F	0.506	6200	G
1007	To	SC	L Pearisbur	·o		1										
100 South Main Street	Town of Pearisburg (Maint: 35)	0.28	7100	G	93%	0%	2%	1%	3%	0%	С	0.085	F	0.507	7200	G
	To- From:		Orchard Dr			1										
100 South Main Street	Town of Pearisburg (Maint: 35)	0.09	7400	G	93%	0%	3%	1%	3%	0%	С	0.098	F	0.522	7500	G
	To- From:		Church Ave			}—										
100 South Main St	Town of Pearisburg (Maint: 35)	0.09	7400	G	93%	0%	3%	1%	3%	0%	F	0.089	F	0.53	7500	G
Bus	To: From:	Bus US	460 Winona	ah Ave												
100 (460) Main St	Town of Pearisburg (Maint: 35)	0.38	11000	G	95%	0%	2%	1%	2%	0%	С	0.080	F	0.530	12000	G
	To- From:	BUS US 4	60 WINON			}—										
100 Main Street	Town of Pearisburg (Maint: 35)	0.21	11000	G	97%	0%	1%	1%	2%	0%	С	0.083	F	0.555	11000	G
	To- From:		CL Pearisbu			<u> </u>							_			
(100)	Giles County	3.86	2600	G	97%	0%	2%	0%	0%	0%	С	0.1	F	0.685	2600	G
	Town of Narrows (Maint: 35)	0.65	CL Narrows 2800	G	96%	1%	2%	1%	1%	0%	С	0.105	F	0.573	2800	G
100)	Town of Narrows (Maint. 33)		1 Main Mor		90%	170	Z-70	1 70	170	070	C	0.103	Г	0.573	2000	G
	From:		Peters Cree			1										
(101) Hershberger Rd	City of Roanoke	1.34	9800	F	99%	0%	0%	0%	0%	0%	С	0.082	F	0.502	11000	F
<u></u>	To: From:	SR	116 Cove R	₹d		}										
101 Hershberger Rd	City of Roanoke	0.58	28000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.501	32000	F
	From:		I-581													
101 Hershburger Rd	City of Roanoke	1.25	37000 Williamson	<b>F</b>	97%	1% <b>1</b>	1%	1%	1%	0%	F	0.086	F	0.521	43000	F
	From:					1										
102) Stadium Dr	Town of Bluefield	0.39	rirginia State 7100	G	97%	J 0%	1%	0%	2%	0%	F	0.081	F	0.51	7700	G
102)	To:	(	College Ave			]										
102 College Ave	Town of Bluefield	0.87	Stadium Dr 12000	G	97%	] 0%	1%	0%	2%	0%	С	0.086	F	0.55	13000	G
102) College Ave	i owii di didenela				31 70	U 70 T	1 70	U 70	∠ 70	U 70	C	0.000	r	0.00	13000	G
102 College Ave	Town of Bluefield	0.80	alleydale St	G	96%	0%	1%	0%	2%	0%	С	0.086	F	0.52	11000	G
102) Conege Ave	To:		Rollins St		30 /0	7	1 /0	0 /0	<b>2</b> /0	0 /0	J	3.000	'	0.02	11000	J

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
102 College Ave	Town of Bluefield	0.31 <b>950</b> 0		96%	<b>_</b> 0%	1%	0%	2%	0%	F	0.089	F	0.557	10000	G
	To:	Tazewell	Ave		<del>—</del>										
102 College Ave	Town of Bluefield	0.07 <b>900</b> 0	) G	96%	0%	1%	0%	2%	0%	F	0.093	F	0.532	9800	G
102 College Ave	Town of Bluefield	Virginia 0.58 <b>380</b> 0		95%	0%	1%	1%	2%	0%	С	0.085	F	0.615	4100	G
	To	NCL Blue	efield		1										
102	Tazewell County	4.13 <b>440</b> 0	) G	97%	0%	1%	1%	2%	0%	С	0.089	F	0.673	4500	G
	Tazewell County	West Virginia 0.20 <b>2700</b>		97%	] <del></del>	1%	1%	2%	0%	F	0.086	F	0.644	2800	G
102	Tazeweii County	West Virginia		31 /0	7	1 70	1 70	270	0 70	'	0.000	'	0.044	2000	0
102	Tazewell County	0.60 <b>310</b> 0		97%	0%	1%	1%	2%	0%	F	0.085	F	0.655	3100	G
	Town of Pocahontas (Maint: 92)	ECL Pocal 0.25 <b>310</b> 0		97%	] <del></del>	1%	1%	2%	0%	N	0.085	N	0.655	3100	N
102	To:	Beginning of		31 /0	7	170	170	270	070	11	0.000	11	0.000	3100	11
	From:	North Carolina	State Line												
103	Patrick County	4.43 <b>220</b> 0		90%	1%	1%	1%	7%	0%	F	0.073	F	0.596	2200	G
103	Patrick County	70-773 Near 0		90%	1%	1%	1%	7%	0%	С	0.078	F	0.52	2800	G
	To:	SR 8 South of	of Stuart												
	From:	Ft Eus	tis												
105 Ft Eustis Blvd	City of Newport News	0.04 <b>3400</b>		94%	1%	2%	1%	2%	0%	N	0.091	N	0.613	37000	N
	Ta: From:	US 60		0.40/		00/	40/	00/	00/		0.004		0.040	07000	
105 Ft Eustis Blvd	City of Newport News	1.01 <b>3400</b>		94%	1% 	2%	1%	2%	0%	С	0.091	F	0.613	37000	G
105) Ft Eustis Blvd	City of Newport News	0.23 <b>2100</b>		95%	1%	2%	1%	2%	0%	F	0.088	F	0.621	23000	G
	To: From:	SR 143 Jeffer	son Ave		7										
105 Ft Eustis Blvd	City of Newport News	1.26 <b>1500</b>	0 A	95%	1%	2%	1%	2%	0%	С	0.112	Α	0.591	16000	Α
	To: From:	NCL Newpo			]										
105 Ft Eustis Blvd	York County	2.36 <b>1500</b> US 1		95%	1% <b>T</b>	2%	1%	2%	0%	F	0.09	F	0.639	16000	G
	From:	US 460 Cou	ınty Rd		1										
106 Courthouse Rd	City of Petersburg	0.10 7000		95%	2%	1%	1%	2%	0%	F	0.093	F	0.51	7600	G
106 Courthouse Rd	Prince George County	ECL Peter 2.39 <b>830</b> 0		95%	] <del></del> 2%	1%	1%	2%	0%		0.096	F	0.53	9000	G
106) Courtilouse Nu	Finite George County			90 /0	7	1 /0	1 /0	∠ /0	U /0	'	0.050	'	0.00	9000	G
106 Courthouse Rd	Prince George County	74-634 All		95%	2%	1%	1%	2%	0%	С	0.103	F	0.521	11000	G
	To:	74-151			7										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ai	iiu iiilGi3le	alo I (Ul	4100			Tr	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010				QC		QK	Factor	AAWDT	QW
	From:		74-1510			-	ZAXIE	3+Axle	HIII	ZTraii		Factor		Factor		
106) Courthouse Rd	Prince George County	0.44	9300	G	95%	<b>-</b> 2%	1%	1%	2%	0%	F	0.104	F	0.560	10000	G
106 Courtiouse Nu	Fillice George County				93 /0	<b>-</b> 2 /0	1 /0	1 /0	<b>Z</b> /0	0 /6	'	0.104	'	0.500	10000	G
	To: From:		6 Laurel Spr			<del></del>					_					
106 Courthouse Rd	Prince George County	1.50	5900	G	95%	2%	1%	1%	2%	0%	F	0.091	F	0.699	6400	G
D	To: From:	BYP	SR 156 Ruf	fin Rd		]										
Bypas	Prince George County	1.09	5600	G	85%	1%	0%	1%	13%	0%	F	0.087	F	0.53	6100	G
106 156	Thince George County	1.00			00 /0	1 /0	0 /0	1 /0	13 /0	0 70	'	0.007	'	0.55	0100	U
Bypas	Tas From:		74-609													
106) (156)	Prince George County	3.47	3600	G	85%	1%	0%	1%	13%	0%	С	0.091	F	0.516	3900	G
	To:	DT 1	56 BUS & I	DT 10		1										
	From: Prince George County	0.73	11000	<b>G</b>	93%	1%	1%	1%	4%	0%	С	0.091	F	0.594	11000	G
106 10 156	Thince George County				9370	1 /0	1 /0	1 /0	7/0	0 70	C	0.031	'	0.554	11000	O
	To: From:		Γ 10 & RT 1			_										
(106 <i>)</i> (156 <i>)</i>	Prince George County	2.69	4100	G	89%	1%	1%	2%	8%	0%	С	0.093	F	0.532	4100	G
	To:		s City Coun	-												
	Charles City County	1.31	George Cour 4000	nty Line <b>G</b>	89%	_  1%	1%	2%	8%	0%	F	0.09	F	0.505	4000	G
106 156	Charles City County	1.31	4000	G	09%	170	170	2%	0%	0%	Г	0.09	Г	0.505	4000	G
	To: From:		56 Tyler Me			}										
106 Roxbury Rd	Charles City County	6.67	2000	G	80%	0%	2%	3%	15%	0%	С	0.089	F	0.519	2000	G
$\smile$	To:	18-	656 Bradley	/ Rd		1—										
106 Roxbury Rd	Charles City County	3.13	2600	G	75%	1%	1%	4%	19%	0%	С	0.084	F	0.514	2600	G
,	To:	New	Kent Count			1										
_	From:	Charle	s City Coun	ıty Line												
106) Roxbury Rd	New Kent County (Maint: 18)	0.43	2600	N	75%	1%	1%	4%	19%	0%	Ν	0.084	Ν	0.514	2600	Ν
	To:		Kent County													
	From:		s City Coun	_	0.40/	<b>」</b>	00/	00/	00/	00/	_	0.000	_	0.500	5000	_
106)	New Kent County	0.91	5800	G	81%	1%	3%	9%	6%	0%	С	0.083	F	0.502	5900	G
	To- From:		US 60			]										
106	New Kent County	3.04	2200	G	80%	1%	2%	2%	15%	0%	С	0.086	F	0.514	2200	G
	To:		I-64			1										
106	New Kent County	1.68	1700	G	95%	<b>-</b> 1%	1%	1%	1%	0%	С	0.109	F	0.634	1700	G
100)	To:		SR 249			7										
	From:		86-762			l										
107	Town of Chilhowie (Maint: 86)	0.32	11000	G	89%	1%	3%	2%	5%	0%	С	0.079	F	0.562	11000	G
107		0.02			0070	- //	J /0	2/0	<b>0</b> /0	J /0	J	0.070	•	0.002	11000	J
	To: From:		US 11			<del>                                     </del>										
107	Town of Chilhowie (Maint: 86)	0.79	5500	G	94%	0%	1%	2%	3%	0%	С	0.079	F	0.633	5600	G
	To- From:	N	CL Chilhow	vie		}—										
107	Smyth County	4.62	5500	N	94%	0%	1%	2%	3%	0%	Ν	0.079	Ν	0.633	5600	Ν
	Tax		CI Coltrill													
107) Worthy Blvd	Town of Saltville (Maint: 86)	2.66	SCL Saltvill 4500	e G	89%	1%	8%	10/-	1%	0%	С	0.098	F	0.591	4600	G
107) WOLLIN BIVU	Town of Saltville (Maint: 86)	2.00		<u> </u>	0970	170	070	1%	1 70	U 70	C	0.096	г	0.581	4000	G
	10.		SR 91			1										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			ia miersia					Tru	ick			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		SR 174			]		0 7 5 4 5								
108)	Henry County	4.24	5100	F	98%	1%	1%	0%	1%	0%	С	0.094	F	0.687	5200	F
	To:	44-	-657 Figsbo	oro												
	From:	US	460 County													
109 Hickory Hill Rd	City of Petersburg	0.88	8700	G	98%	0%	1%	0%	0%	0%	С	0.119	F	0.761	9400	
	To- From:		CL Petersbu			]										
109 Hickory Hill Rd	City of Petersburg	0.03	8700	N	98%	0%	1%	0%	0%	0%	N	0.119	Ν	0.761	9400	
	Th- De	ead End; Fort Lee N	Military Res	ervation	, Mahone A	.1										
	From:		ngton Ridge			]										
110)	Arlington County	1.29	64000	G	97%	1%	1%	0%	0%	0%	F	0.075	F	0.597	66000	
<u> </u>	To- From:		SR 27			<b>]</b>										
110)	Arlington County	0.96	58000	G	98%	1%	1%	0%	0%	0%	С	0.078	F	0.717	60000	
	To: From:	LIC 1	US 1 I SR110 W	CCT												
110	Arlington County	0.04	44000	G	98%	」 1%	1%	0%	0%	0%	F	0.085	F	0.598	46000	
110)	To-	US 1; 4US 01-				1	1 /0	070	070	0 70	•	0.000	•	0.000	10000	
	From:	,	US 460		_	ì										
111 Cambria Street	Town of Christiansburg	0.79	5800	G	95%	0%	2%	1%	1%	0%	С	0.09	F	0.524	6100	
	Tool		Ellett Rd			1										
111) Cambria Street	From: L Town of Christiansburg	0.39	6700	G	96%	1%	3%	0%	1%	0%	С	0.095	F	0.513	7100	
111) Gamana Garage	To:		Depot St		00,0	1	0,0	0,0	.,,	0,0	Ū	0.000	-	0.0.0		
	From:		Cambria St													
111 Depot Street	Town of Christiansburg	0.97	4300	G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.501	4600	
	To: From:		Park St			<u> </u>										
111) Depot Street	Town of Christiansburg	0.11	5900	G	96%	0%	2%	1%	1%	0%	С	0.096	F	0.518	6300	
	To:		US 11													
	From:		, US 460 M													
112 Wildwood Rd	City of Salem	0.44	18000	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.512	20000	
<u> </u>	To: From:	]	NCL Salem	l		}										
112) Wildwood Rd	Roanoke County	0.17	20000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.501	22000	
	To- From:		I-81			1										
112)Wildwood Rd	Roanoke County	0.04	2400	F	98%	0%	1%	0%	0%	0%	F	0.102	F	0.564	2600	
	To:	80-61	19 Wildwoo	d Rd												
	From:		monwealth			]										
113)Cumberland St	City of Bristol	0.28	2700	G	96%	0%	2%	1%	1%	0%	С	0.090	F	0.528	2900	
	Combined Traffic Estimates for 2 Parallel Roadways		3700	G	96%	0%	1%	1%	1%	0%	С	NA			4000	
	To: From:		21 Piedmon umberland S			1										
113) Piedmont Ave	City of Bristol	0.08	3800	G	96%	J 0%	2%	0%	1%	0%	F	0.092	F	0.539	4000	
113) I louinone Ave	Combined Traffic Estimates for 2 Parallel Roadways		4900	G	97%	0%	2%	0%	1%	0%	F	NA	'	0.000	5200	
	Combined Traine Estimates for 2 Farallel Roadways	on tino Noute.	7300	3	JI /0	U /0	∠ /0	U /0	1/0	U /0		1.4/~			5200	

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

		Primary ar	nd Interstat	ie Kol	ites											
Doute	1	المصمدا	AADT	04	4T:	Dura		Tru	ck		00	K	OK	Dir	A AMDT	0144
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 113	3 P, Sycamore	e Ave		Ī										
(113) Piedmont Ave	City of Bristol	0.25	3200	G	96%	0%	2%	0%	1%	0%	F	0.096	F	0.528	3400	G
113)1 leamont/te	To:		Dakview Ave		0070	٦ ٠/٠	270	0 70	170	0 70	•	0.000	•	0.020	0-100	Ü
	From:		riedmont Ave			1										
(113) Oakview Ave	City of Bristol	0.60	2200	G	96%	0%	2%	0%	1%	0%	С	0.1	F	0.525	2300	G
113) Saittion 7 113	To:	0.00	Moore St		0070	٦ ٠/٠	270	070	1,70	070	Ū	0.1	•	0.020	2000	Ü
Truck Truck	From:	(	Dakview Ave			1										
113) (11) (19) Moore St	City of Bristol	0.12	10000	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.513	11000	G
(113) (11) (19)	To:		Euclid Ave		0070	٦ ٠٠٠	_,,	0,0	.,,	0 / 0	•	0.00.	•	0.0.0		•
	From:					1										
			Commonweal				40/	201	407	201	_		_		4.400	_
1 ₃ Sycamore St	City of Bristol	0.40	1100	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.527	1100	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	3700	G	96%	0%	1%	1%	1%	0%	С	NA			4000	G
	To:	P	iedmont Ave	:												
	From:	US 11	West of Rad	lford		1										
(114)	Pulaski County	0.37	20000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.63	22000	G
(114)	i alasti s santy				0.70	7	. , ,	0,0	.,,	0 / 0	•	0.000	•	0.00		•
	To:		-600 Fairlawi			J					_					
(114)	Pulaski County	1.90	19000	G	98%	0%	1%	1%	1%	0%	С	0.084	F	0.545	19000	G
	To:		omery County													
	From:		ski County Li			<b>」</b>					_		_			_
114	Montgomery County	1.02	17000	G	96%	0%	2%	1%	1%	0%	С	0.088	F	0.529	18000	G
	Tax		60-812			<b>٦</b>										
(114)	Montgomery County	3.62	16000	G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.506	16000	G
114	gaa.y					_					-		-			_
1	To: From:		E 60-659													
(114)	Montgomery County	1.34	12000	G	96%	0%	2%	1%	1%	0%	F	0.092	F	0.508	12000	G
	To	WC	L Christiansb	nrø		1										
(114) Peppers Ferry Road	Town of Christiansburg	1.44	13000	G	96%	0%	2%	1%	1%	0%	F	0.084	F	0.514	14000	G
114) reppers reny read	10wil of Officialiobaly				0070	- 070	270	1 70	170	0 70	•	0.004	•	0.014	14000	Ü
	To: From:		Bus US 460			_										
(114) Peppers Ferry Road	Town of Christiansburg	0.63	NA			_						NA			NA	
	To:		US 460													
	From:		Orange Ave													
(115) Hollins Road	City of Roanoke	1.02	7400	F	95%	0%	1%	1%	2%	0%	С	0.087	F	0.620	8100	F
113) 110	To:	1.02	Liberty St	•	0070	٦ ٠/٠	170	1 70		0,0	Ū	0.001	•	0.020	0.00	•
	From:		Hollins Rd			1										
(115) Liberty Road	City of Roanoke	0.30	4900	F	95%	0%	1%	1%	2%	0%	F	0.097	F	0.606	5300	F
113 2.5013 11000	To:		Plantation Rd	•	0070	7 7 7 7 7	1,70	1 70		070	•	0.001	•	0.000	0000	•
	From:	1	Liberty Rd			<del>†                                      </del>										
(115) Plantation Road	City of Roanoke	0.88	9500	F	97%	0%	1%	0%	1%	0%	С	0.095	F	0.568	10000	F
113). Idillation (1000	Oity of Additione	0.00		•	0.70	<b>-</b> 70	. 70	<b>3</b> /0	. /0	J /0	9	0.000	•	0.000	.5000	•
	To: From:		Hollins Rd			$\vdash$										
(115) Plantation Road	City of Roanoke	0.66	16000	F	97%	0%	1%	0%	1%	0%	С	0.091	F	0.586	18000	F
	To:	N.	ICL Roanoke			<b></b>										
(115) Plantation Road	Roanoke County	0.27	15000	F	96%	0%	1%	1%	1%	0%	F	0.089	F	0.52	16000	F
115) 1 13111311111030	To-		5 Hershburge		JU /0	7	1 /0	1 /0	1 /0	U /U	•	0.009	'	0.02	10000	'
-		80-02	o mensilounge	ı Nu		1										

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	80-62	5 Hershburge	er Rd		]										
115) Plantation Road	Roanoke County	0.17	11000	F	96%	0%	1%	1%	1%	0%	С	0.094	F	0.524	12000	F
<u> </u>	To- From:		80-1855			]										
115) Plantation Road	Roanoke County	1.16	10000	F	96%	0%	1%	1%	1%	0%	F	0.098	F	0.521	11000	F
	To- From:		80-834			}—										
115) Plantation Road	Roanoke County	0.59	11000	F	96%	0%	1%	1%	1%	0%	F	0.1	F	0.619	12000	F
	To- From:		US 11			}—										
115) Plantation Road	Roanoke County	0.15	15000	F	97%	1%	1%	1%	1%	0%	F	0.096	F	0.592	17000	F
	To- From:		80-1801			1—										
115) Plantation Road	Roanoke County	0.80	13000	F	91%	0%	2%	2%	4%	0%	С	0.094	F	0.511	15000	F
$\smile$	To:		I-81													
	From:		2 Burnt Chi													
116)	Franklin County	5.92	3500	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.613	3500	G
	To- From:		33-678			]—										
116)	Franklin County	3.58	3900	G	99%	0%	0%	0%	0%	0%	С	0.114	F	0.846	3900	G
	to: From:		oke County l			-										
116) Jae Valley Rd	Roanoke County	2.11	5400	F	99%	0%	0%	0%	0%	0%	F	0.114	F	0.885	5500	F
	To:	80-6	663 Sterling	Rd		1										
116) Jae Valley Rd	Roanoke County	1.17	5500	F	99%	0%	0%	0%	0%	0%	F	0.113	F	0.882	6100	F
	Tou	S	CL Roanoke	ρ.		7										
116)Mt Pleasant Blvd	City of Roanoke	0.70	7000	F	98%	0%	1%	0%	0%	0%	F	0.099	F	0.764	7700	F
	To:		Riverland Rd			1										
Diversional Del	City of Doorska		Pleasant Bly		000/		40/	00/	00/	00/	_	0.000	_	0.000	44000	_
116 Riverland Rd	City of Roanoke	0.62	9800	F	98%	0%	1%	0%	0%	0%	С	0.089	F	0.696	11000	F
	From	0.70	9Th St		000/		40/	00/	00/	00/		0.4	_	0.704	2000	
116 Riverland Rd	City of Roanoke	0.73	7600 Piedmont St	F	98%	0% 7	1%	0%	0%	0%	F	0.1	F	0.724	8300	F
	From:		Riverland Rd	i												
116) Piedmont St	City of Roanoke	0.07	4300	F	98%	0%	1%	0%	0%	0%	F	0.111	F	0.770	4700	F
	To: From:		Walnut Ave													
116)Walnut Ave	City of Roanoke	0.26	Piedmont St 5100	F	98%	<b>0</b> %	1%	0%	0%	0%	С	0.092	F	0.734	5600	F
116) Wallat Ave	To:		Jefferson St		3070	7	1 /0	070	070	070	O	0.002	•	0.754	3000	
$\overline{}$	From:	1	Walnut Ave													
116 Jefferson St	City of Roanoke	0.42	9500	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.617	10000	F
$\smile$	To: From:	US 221; 1US	Elm Ave	-8015 G	an T	-										
116)(221) Jefferson St	City of Roanoke	0.18	6200	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.576	6700	F
110/221/33/33/33/33	To:	50	US 11	-		7	• , ,	• / •	•,•	• / •	•		•	0.0.0	0.00	•

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

		Primary ar	iu ii ilei sia	ale Noi	1100											
Route	Jurisdiction	Length	AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	$\Omega M$
Roule	Junsuiction	Lengui	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
-	From	:	US 11			Ī										
(116) (11) (221) Campbell Ave	City of Roanoke	0.05	7200	N	98%	0%	1%	0%	0%	0%	Ν	0.092	Ν	0.755	8100	N
	•													0.700		
	Combined Traffic Estimates for 2 Parallel Roadwa			N	98%	0%	1%	0%	0%	0%	N	NA			12000	N
	10		illiamson F	-		-										
	Oly 6.D		ampbell Av		2001	J	407	201	201	201	_		_		0=000	_
(116) (11) (221) Williamson Rd	City of Roanoke	0.22	22000	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.517	25000	F
	Та	Sh	enandoah A	ve		<b>1</b>										
116) (11) (221) Williamson Rd	City of Roanoke	0.15	18000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.6	20000	F
116 11 221 Williamson Rd	City of Roalioke	0.13	10000	•	30 /0	0 /0	1 /0	0 70	0 /0	0 70	'	0.033	•	0.0	20000	•
	To		I-581			1										
116) (11) (221) Williamson Rd	City of Roanoke	0.50	11000	F	93%	0%	2%	4%	1%	0%	С	0.084	F	0.502	11000	F
110 (11) (221)	To	:	US 11			٦					-		-			•
ALT ALT	From		US 460													
$\sim \sim \sim \sim$	ve City of Roanoke	0.24	45000	F	95%	1%	1%	1%	2%	0%	F	0.074	F	0.518	50000	F
116 460 11 220 Orange Av	oity of itoalloke	0.24	43000	•	3370	1 /0	1 /0	1 /0	2/0	0 70	'	0.074	•	0.510	30000	•
ALT	To From	I-581, U	S 220, ALT	SR 220		Ī										
ALT ONLY AND	O:+ f D  -	0.00	47000	_	050/	40/	40/	40/	00/	00/	_	0.004		0.540	40000	_
(116)(460)(11) Orange Ave	City of Roanoke	0.90	17000	В	95%	1%	1%	1%	2%	0%	С	0.094	Α	0.513	18000	В
$\bigcirc$ $\bigcirc$ $\bigcirc$	To	10th	St, Gainsbo	ro Rd		1										
ALT ALT	From	•														
(116)(460)(11) Orange Ave	City of Roanoke	1.00	14000	F	95%	1%	1%	1%	2%	0%	F	0.076	F	0.511	15000	F
	То	- 50	lem Turnpi	ko		1										
ALT	From		ilem i umpi	KC												
(116)(460)(11) Melrose Ave	City of Roanoke	0.41	12000	F	95%	1%	1%	1%	2%	0%	F	0.077	F	0.503	13000	F
	To					7										
	From		Melrose Av		000/		40/	00/	00/	00/	^	0.00	_	0.004	0500	
(116) Lafayette Blvd	City of Roanoke	0.73	7800	F	98%	0%	1%	0%	0%	0%	С	0.08	F	0.604	8500	F
	To		Cove Rd													
	From		afayette Blv													
(116) Cove Rd	City of Roanoke	0.72	12000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.512	13000	F
	To	SR 10	1 Hershberg	ger Rd												
	From	-	US 11			1										
		<u></u>			070/	<b>_</b>	40/	40/	40/	00/	_	0.007	_	0.500	40000	_
(117)	City of Roanoke	2.34	16000	F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.526	18000	F
	To		erial Way I													
	From		Melrose Av													
(117)Peters Creek Rd	City of Roanoke	0.46	24000	F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.521	27000	F
	To	н	ershburger I	2d		1										
(117) Peters Creek Rd	City of Roanoke	0.87	16000	F	95%	0%	2%	1%	1%	0%	С	0.084	F	0.526	19000	F
11/) Feleis Cleek Ru	City of Roafloke	0.07	10000	г	9070	U-70	∠70	1 70	170	U 70	C	0.004	Г	0.520	19000	Г
	To		Cove Rd			1										
(117) Peters Creek Rd	City of Roanoke	1.37	18000	F	97%	1%	1%	1%	1%	0%	F	0.089	F	0.509	21000	F
	2.3, 2.1.34.101.0			-		-							-			=
	To From		I-581			_										
(117) Peters Creek Rd	City of Roanoke	0.82	21000	Α	97%	1%	1%	1%	1%	0%	С	0.113	Α	0.536	24000	Α
	Ta		CI D 1			_										
	From	·	ICL Roanok		070/		40/	40/	40/	00/		0.004	_	0.505	20000	-
(117) Peters Creek Rd	Roanoke County	1.35	20000	F	97%	1%	1%	1%	1%	0%	F	0.091	F	0.535	23000	F
	То	US 11	North of Ro	oanoke												
							·						_		·	

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

		i ililiai y alic			_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length		A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
118 Airport Rd	City of Roanoke	US 11 0.63	Williamson R 7100	F 98%	0%	1%	0%	0%	0%	F	0.106	F	0.508	7700	F
118) Airport Rd	City of Roanoke		unicipal Rd	<b>A</b> 98%	0%	1%	0%	0%	0%	С	0.123	Α	0.519	12000	Α
118 Airport Rd	Roanoke County	0.20		F 98%	0%	1%	0%	0%	0%	F	0.099	F	0.526	12000	F
(119)	From: Halifax County		Peters Creek I arolina State L <b>750</b>		0%	4%	3%	12%	0%	С	0.105	F	0.537	750	G
	To:	SR 123	US 58 Chain Bridge l		] ]										
Glebe Rd	Arlington County		11000 (Id Dominion D	99% Orive	0%	1%	0%	0%	0%	С	0.099	F	0.676	12000	G
120 Glebe Rd	Arlington County		17000 (Dee Highway	<b>3</b> 97%	1%	1%	0%	0%	0%	F	0.087	F	0.514	18000	G
120 Glebe Rd	Arlington County	0.93		<b>3</b> 97%	1% 	1%	0%	0%	0%	F	0.081	F	0.506	24000	G
120 237 Glebe Rd	Arlington County	0.25		<b>3</b> 97%	1%	1%	0%	0%	0%	F	0.082	F	0.59	31000	G
120 Glebe Rd	Arlington County			<b>A</b> 97%	1%	1%	0%	0%	0%	С	0.081	Α	0.56	36000	Α
120 Glebe Rd	Arlington County		32000	<b>3</b> 97%	1% 	1%	0%	0%	0%	F	0.076	F	0.575	34000	G
120 Glebe Rd	Arlington County		Columbia Pik 30000 ( I-395	97%	1%	1%	0%	0%	0%	F	0.073	F	0.557	31000	G
120 Glebe Rd	Arlington County		29000	<b>3</b> 97%	1%	1%	0%	0%	0%	F	0.079	F	0.600	30000	G
120 Glebe Rd	Arlington County		gton Ridge Rd 22000 US 1	<b>3</b> 97%	1%	1%	0%	0%	0%	F	0.077	F	0.652	23000	G
121)	Wythe County  To:	1.83	Fort Chiswell <b>3700</b> 98-1004	F 97%	1%	1%	1%	1%	0%	С	0.090	F	0.509	3800	F
122	Franklin County	7.14		<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.084	F	0.609	4900	G
122	Franklin County	SR 116 4.44	Burnt Chimne 5900	95%	1%	1%	1%	2%	0%	F	0.084	F	0.634	5900	G
122	Franklin County	2.21	66 Lost Mt Rd 7700 ( 16 Scruggs Rd	<b>3</b> 95%	1%	1%	1%	2%	0%	С	0.085	F	0.526	7900	G

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

								Tru	ıck			K	011	Dir		0111
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		616 Scruggs		050/	40/	40/	40/	00/	00/	_	0.004	_	0.500	0500	
122	Franklin County	3.61 Redf	6400 ord County	G Line	95%	1% ¬	1%	1%	2%	0%	F	0.084	F	0.538	6500	G
	From:		klin County													
(122)	Bedford County	3.77	6100	G	91%	1%	2%	1%	5%	0%	F	0.087	F	0.519	6100	G
	To: From:	09	9-608 Mone	eta		]——										
122	Bedford County	2.83	5600	G	91%	1%	2%	1%	5%	0%	F	0.082	F	0.533	5600	G
	To- From:		09-801			]										
122	Bedford County	2.09	4300	G	91%	1%	2%	1%	5%	0%	F	0.081	F	0.541	4300	G
	To- From:		24 Davis M			]										
122	Bedford County	4.06	5100	G	91%	1%	2%	1%	5%	0%	F	0.083	F	0.583	5100	G
	To- From:		09-747			]										
122	Bedford County	3.19	7000	G	91%	1%	2%	1%	5%	0%	С	0.088	F	0.613	7100	G
	To- From:		SCL Bedford			]										
122 Burks Hill Rd	City of Bedford	0.54	9400	G	92%	1%	4%	1%	3%	0%	С	0.09	F	0.625	10000	G
	To- From:		US 460			]										
122 460	Bedford County	0.50	18000	G	87%	1%	1%	2%	9%	0%	F	0.078	F	0.535	19000	G
	To- From:		CL Bedford			]					_		_			
122 (460)	City of Bedford (Maint: 09)	0.94	18000	G	87%	1%	1%	2%	9%	0%	F	0.078	F	0.535	19000	G
Bus	From:		US 460													
122)(460) E Main St	City of Bedford	0.20	6300	N	96%	1%	2%	0%	1%	0%	Ν	0.092	Ν	0.597	6700	Ν
	To- From:	I	E MAIN ST	Γ		]——										
122 Independence Blvd	City of Bedford	1.02	9500	G	92%	1%	3%	1%	3%	0%	F	0.089	F	0.575	10000	G
	To- From:		Orange St			]——										
122 Independence Blvd	City of Bedford	0.29	9500	G	92%	1%	3%	1%	3%	0%	С	0.094	F	0.562	10000	G
<u></u>	To- From:		Dawn Dr			]										
122 Independence Blvd	City of Bedford	0.50	8300	G	92%	1%	3%	1%	3%	0%	F	0.090	F	0.519	8800	G
	To: From:		ongwood Av													
122 Longwood Ave	City of Bedford	0.65	<b>5200</b>	G	92%	2%	3%	0%	2%	0%	С	0.119	F	0.519	5500	G
122)	To		ICL Bedfor	·d		<b>1</b>										
122	Bedford County	8.08	3000	G	92%	2%	3%	0%	2%	0%	F	0.085	F	0.599	3000	G
	To		N 09-639			1										
122	Bedford County	8.72	1700	G	92%	2%	3%	0%	2%	0%	F	0.088	F	0.51	1700	G
	To	US 50	1 Near Big	Island												
Bus	From:		US 460			]										
(122) Crenshaw St	City of Bedford	0.96	5100	G	95%	1%	2%	1%	1%	0%	С	0.096	F	0.558	5400	G
	To:		W Main St													

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

		Primary and inte					Tri	ıck			K		Dir		
Route	Jurisdiction	Length AAL	OT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	W MAI			J										
122 (221) (460) W Main St	City of Bedford	0.19 <b>700</b>		97%	1%	1%	1%	1%	0%	F	0.092	F	0.519	7400	G
Bus	To: From:	N BRIDO E MAII													
122) (221) (43) N Bridge St	City of Bedford	0.16 <b>600</b>		95%	1%	2%	1%	1%	0%	F	0.090	F	0.63	6300	G
122 (221) (43)	To:	BEDFOR			٦										
Bus	From:			0=0/		201	407	407	201						
122 (221) (43) N Bridge St	City of Bedford	0.11 <b>910</b>	0 G	95%	1%	2%	1%	1%	0%	С	0.087	F	0.569	9700	G
Bus	To- From:	PEAKS	S ST		<u> </u>										
122)(221) Longwood Ave	City of Bedford	0.71 <b>840</b>	0 G	95%	1%	2%	1%	1%	0%	F	0.096	F	0.540	8900	G
	To	OAKWO	OD ST												
Bus Languaged Ave	City of Dodford	0.47 400	00 0	069/	10/	20/	10/	10/	00/	_	0.003	F	0.500	11000	_
122 221 Longwood Ave	City of Bedford	0.47 <b>100</b> FORES		96%	<b>1</b> %	2%	1%	1%	0%	С	0.093	F	0.508	11000	G
	From:				1										
(123) Gordon Blvd	Prince William County	US 1 Jefferson 0.61 <b>190</b> 0		94%	 1%	3%	1%	2%	0%	С	0.121	F	0.545	20000	G
123) GOIGGI BIVG	1 Tince William County			34 /0	1 /0 <b>-1</b>	370	1 /0	2/0	0 70	C	0.121	•	0.545	20000	J
Cordon Plyd	Prince William County	0.77 <b>330</b>		97%	0%	1%	1%	1%	0%	F	0.072	F	0.587	34000	G
Gordon Blvd	Prince William County			97%	U% —	170	170	170	0%	Г	0.072	Г	0.567	34000	G
	To: From:	SCL Occ	•	070/		40/	40/	40/	00/		0.070		0.507	0.4000	
123 Gordon Blvd	Town of Occoquan (Maint: 76)	0.15 3300	00 N	97%	0%	1%	1%	1%	0%	N	0.072	N	0.587	34000	N
	To- From:	76-1203 East o			<u> </u>							_			
Gordon Blvd	Town of Occoquan (Maint: 76)	0.18 <b>300</b>	00 G	96%	1%	1%	2%	1%	0%	С	0.074	F	0.651	32000	G
	To- From-	NCL Occ			}—										
123 Gordon Blvd	Prince William County	0.07 <b>300</b>		96%	1%	1%	2%	1%	0%	Ν	0.074	Ν	0.651	32000	Ν
<u> </u>	To: From:	Fairfax Cou Prince William		Δ											
(123)Ox Rd	Fairfax County	1.02 <b>290</b>		97%	0%	1%	1%	1%	0%	F	0.079	F	0.709	30000	F
123) 57.14	To	29-642 Lo		0.70	7	. , ,	.,,	.,,	0,0	•	0.0.0	•	000	00000	•
(123) Ox Rd	Fairfax County	6.07 <b>240</b>		97%	0%	1%	1%	0%	0%	С	0.074	F	0.592	25000	F
(123) OX 1 C	T direct country			01 70	7	170	170	070	070	Ü	0.074	•	0.002	20000	•
Ov Pd	Fairfax County	29-645 Burk 1.86 <b>240</b> 0		97%	0%	1%	1%	1%	0%	С	0.088	Α	0.583	25000	Α
(123) Ox Rd	1 all lax County				U /0	1 /0	1 /0	1 /0	0 /6	C	0.000	^	0.565	23000	^
Ov. Dd	Foirfey County	29-7100 Fairfax C				40/	40/	40/	00/		0.000		0.055	20002	
(123) Ox Rd	Fairfax County	1.02 <b>260</b> 0		97%	0%	1%	1%	1%	0%	F	0.083	F	0.655	28000	F
	To. From:	29-6			<u> </u>							_			
(123) Ox Rd	Fairfax County	2.47 <b>340</b> 0	00 F	97%	0%	1%	1%	1%	0%	F	0.079	F	0.674	36000	F
	To: From:	SCL Fa			]										
(123) Chain Bridge Rd	City of Fairfax	0.47 <b>280</b>	00 G	97%	0%	1%	1%	1%	0%	F	0.075	F	0.645	29000	G
<u></u>	Ta. From:	Judicia	ıl Dr		]										
(123) Chain Bridge Rd	City of Fairfax	0.26 <b>220</b>	00 G	97%	0%	1%	1%	1%	0%	F	0.073	F	0.594	24000	G
$\overline{}$	To:	SR 236 N	Aain St												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
123 Chain Bridge Rd	City of Fairfax	SR 236 Mai 0.19 <b>22000</b>		97%	0%	1%	1%	1%	0%	F	0.068	F	0.596	24000	G
123) Chain Bridge Rd	City of Fairfax	Whitehead 0.10 <b>21000</b>		97%	0%	1%	1%	1%	0%	F	0.066	F	0.555	22000	G
123 Chain Bridge Rd	City of Fairfax	Kenmore 0.58 <b>25000</b>		97%	0%	1%	1%	1%	0%	F	0.069	F	0.523	26000	G
123 Chain Bridge Rd	City of Fairfax	US 29 US 50 L 0.35 <b>36000</b>		97%	1%	1%	0%	1%	0%	С	0.068	F	0.543	37000	G
123) Chain Bridge Rd	Fairfax County	I- 66 NCL Fa		97%	0%	1%	1%	1%	0%	F	0.088	F	0.601	27000	G
123) Maple Ave	Town of Vienna	SCL Vien 0.07 <b>30000</b>		93%	] <del></del>	1%	2%	3%	1%	С	0.081	F	0.655	32000	F
123 Maple Ave	Town of Vienna	SR 243 Nutl 1.53 <b>34000</b>	·	96%	]	1%	1%	1%	0%	С	0.078	F	0.593	36000	F
123 Maple Ave	Town of Vienna	Follin La. 0.50 <b>37000</b>		97%	0%	1%	1%	1%	0%	F	0.084	F	0.7	39000	F
(123) Chain Bridge Rd	Fairfax County	NCL Vier 0.82 <b>30000</b>		99%	0%	0%	0%	0%	0%	F	0.074	F	0.665	36000	G
(123) Chain Bridge Rd	Fairfax County	SR 7 Leesbur 0.87 <b>37000</b>		99%	0%	0%	0%	0%	0%	F	0.082	F	0.565	44000	G
123	Fairfax County	I-495 Capital E 2.04 <b>36000</b>		99%	0%	0%	0%	0%	0%	F	0.089	F	0.547	44000	G
123 Dolley Madison Blvd	Fairfax County	SR 309 Old Domi 1.93 <b>32000</b>		99%	0%	0%	0%	0%	0%	F	0.103	F	0.553	39000	G
123 Chain Bridge Rd	Fairfax County	SR 193 Georgeto 1.85 <b>31000</b>		99%	0%	0%	0%	0%	0%	С	0.1	F	0.52	33000	F
123) Chain Bridge Rd	From:Arlington County	Arlington Cour Fairfax Count 0.40 <b>14000</b>	y Line	99%	0%	0%	0%	0%	0%	F	0.097	F	0.577	17000	G
	From: Arlington County	DC Line, Chair  US 29 Lee 1  0.17 14000	Hwy	99%	] ] 0%	1%	0%	0%	0%	С	0.082	F	0.557	15000	G
124	To:	Spout Run Pa	rkway	3370	]	1 /0	070	070			0.002		0.001	13000	
125 Kings Hwy	City of Suffolk (Maint: 61)	6.24 <b>2700</b> SR 337 Nansemo	G	95%	1%	3%	0%	1%	0%	С	0.103	F	0.516	2900	G
126	Town of Onancock (Maint: 01)	SR 179 Onar 0.11 <b>3600</b> ECL Onanc	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.524	3600	G

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

		1 "	445-	<u> </u>	4.77	_		Tru	ıck			K	0::	Dir		<u> </u>
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		CL Onancock		000/	00/	40/	00/	40/	00/	_	0.007	_	0.545	0500	_
126	Accomack County	1.27	<b>3500</b> S US 13; SR 3	<b>G</b>	98%	0% 7	1%	0%	1%	0%	С	0.087	F	0.515	3500	G
	г.					<u> </u>										
Plaaman / Pilka	Fraderick County	3.35	Virginia State 5000	Line <b>G</b>	93%	10/	1%	2%	3%	0%	С	0.091	F	0.861	5100	G
127 Bloomery Pike	Frederick County		22 Frederick 1		93%	1% <b>⊓</b>	170	270	3%	0%	C	0.091	Г	0.001	5100	G
	From:					1										
(128) Candler Mt Rd	City of Lynchburg	0.29	29 Bus Wards 19000	G	87%	<b>4</b> %	4%	1%	4%	0%	F	0.088	F	0.525	20000	G
128 Cardier Wit No	To:		01 Lynchburg		01 /0	7	7 70	1 /0	7/0	0 70	'	0.000	'	0.525	20000	
	From	055	RT 501 W	, Lap												
128) 501 Candler Mtn Rd	City of Lynchburg	0.40	36000	G	94%	1%	2%	1%	2%	0%	F	0.085	F	0.519	38000	G
	To:		RT 501 E													
Morflewer Dr	City of Lynchburg		1 Candlers M 8100	4t Rd G	87%	┛ 4%	40/	10/	4%	0%	_	0.004	F	0.502	0500	G
128 Mayflower Dr	City of Lynchburg	1.30	0100	G	0/%	4%	4%	1%	470	0%	С	0.094	Г	0.503	8500	G
	To- From:		dd Fellows Ro			<del>}</del>										_
128 Mayflower Dr	City of Lynchburg	1.48	2100	G	94%	2%	3%	0%	0%	0%	С	0.107	F	0.619	2200	G
<u> </u>	10:	US 501	Bus Campbe	ell Ave												
	From		om Ave Maii		0=0/		00/	40/	00/	00/	_		_			_
North Main St	Town of South Boston	0.09	3600	G	97%	0%	2%	1%	0%	0%	F	0.094	F	0.752	3800	G
	To: From		Broad St			]										
129 North Main St	Town of South Boston	0.38	4700	G	97%	0%	2%	1%	0%	0%	С	0.101	F	0.515	5100	G
	To- From-		Hodges St			1										
(129) North Main St	Town of South Boston	0.16	6000	G	97%	0%	2%	1%	0%	0%	F	0.098	F	0.520	6500	G
$\smile$	Ta-		Edmunds St			1										
(129) North Main St	Town of South Boston	0.19	5900	G	94%	0%	2%	3%	1%	0%	F	0.098	F	0.511	6400	G
	To		College St													
(129) North Main St	From: Town of South Boston	0.63	5700	G	94%	0%	2%	3%	1%	0%	F	0.103	F	0.501	6200	G
129) (15/11/11/15/1	Town of Godan Booton				0170	7	270	0,0	170	070	·	0.100	•	0.001	0200	Ŭ
North Main St	Town of South Boston	0.88	Cavalier Blvd 8200	G	94%	0%	20/	3%	1%	0%	С	0.1	F	0.524	8800	G
North Main St	TOWITOT SOURT BOSTOTI	0.00	0200	G	94%	U% _	2%	3%	170	0%	C	0.1	Г	0.524	0000	G
	To- From:		L South Bost		/	<u> </u>							_			
129)	Halifax County	0.85	14000	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.515	14000	G
	In.		501 Centervi													
	From:		1 Natural Bri		222/		00/	00/	407	407	_		_		0.400	_
130	Rockbridge County	3.19	2100	G	90%	2%	2%	2%	4%	1%	F	0.080	F	0.504	2100	G
	To- From:		81-759			]										
130	Rockbridge County	1.25	3300	G	90%	2%	2%	2%	4%	1%	С	0.116	F	0.569	3300	G
	To	V	VCL Glasgow	7		1										
130	Town of Glasgow (Maint: 81)	1.60	3300	N	90%	2%	2%	2%	4%	1%	Ν	0.116	Ν	0.569	3300	Ν
	Too	F	ECL Glasgow	,		1										
130	Rockbridge County	0.26	3300	N	90%	<b>2</b> %	2%	2%	4%	1%	N	0.116	N	0.569	3300	N
130)	То:		01 Near Glass		/-	7	_,,	_,,	.,•	. , •	••	<b>-</b>			- 500	•

7/15/2004

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

		Primary an	id Interstate Rol	nes											
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		
	From:		NEAR GLASGOW		ــــا لـــــ										_
(130)(501)	Rockbridge County	2.43	1600 G	78%	1%	4%	1%	16%	0%	С	0.085	F	0.566	1600	G
	To:		erst County Line												
	A see le avect Cassachia		ridge County Line	80%		<b>C</b> 0/	40/	400/	00/	_	0.000	_	0.500	4700	0
130 501	Amherst County	3.94	1700 G	80%	1%	6%	1%	12%	0%	С	0.089	F	0.503	1700	G
	To: From:	US 501 N	NEAR SNOWDEN		]										
(130)	Amherst County	9.45	1600 G	89%	0%	3%	2%	6%	0%	F	0.087	F	0.523	1600	G
	Ta-	05-63	35 Near Agricola		<b>1</b>										
130	Amherst County	4.08	3300 G	89%	0%	3%	2%	6%	0%	С	0.086	F	0.651	3200	G
130	- I				7	0,0	_,,	0,0	0,0		0.000	•	0.00	0_00	•
	From:		05-652 Elon	/											
(130)	Amherst County	3.86	5600 G	89%	0%	3%	2%	6%	0%	F	0.089	F	0.630	5600	G
	To: From:		05-679		1										
130	Amherst County	2.10	6500 G	89%	0%	3%	2%	6%	0%	F	0.092	F	0.655	6500	G
	To	US 2	9 Martins Store		1										
Wye	From:		US 501												
120	Rockbridge County	0.08	2800 G	89%	0%	3%	2%	6%	0%	F	0.111	F	0.654	2800	G
Wye 130	To:	0.00	SR 130	0070	٦ ٠٠٠	0,0	_,0	070	070	•	0	•	0.001	2000	Ŭ
	Francisco	110.460			1										
	Town of Appenditor (Maint: 06)		East Intersection G	97%	┛ 0%	1%	1%	0%	0%	С	0.407	F	0.533	3400	G
(131)	Town of Appomattox (Maint: 06)	1.06	3500 G	9170	0%	170	170	0%	0%	C	0.107	Г	0.533	3400	G
Bus	To: From:	Ι	Bus US 460												
	Town of Appomattox (Maint: 06)	0.07	13000 N	96%	0%	2%	0%	1%	0%	N	0.089	N	0.537	13000	Ν
(131)(460)	<u></u>		TREET/NCL APPO		_	_,0	0 70	170	070		0.000	• • •	0.007	10000	• • •
	From		60, NCL Appomatto		Α.										
(131)	Appomattox County	0.52	4900 G	97%	0%	1%	1%	0%	0%	F	0.098	F	0.606	4900	G
(101)	To:	SR 24 Nor	theast of Appomatto		7										
	From:		SR 199		ī										
(132) Henry St South	City of Williamsburg	1.77	4000 G	96%	0%	2%	1%	1%	0%	С	0.084	F	0.523	4200	G
132) Herriy St South	City of Williamsburg	1.77	4000 G	90 70	070	2 /0	1 /0	1 /0	0 70	C	0.004	'	0.525	4200	J
	To: From:		reland Street												
132 Henry St South	City of Williamsburg	0.08	4000 N	96%	0%	2%	1%	1%	0%	Ν	0.084	Ν	0.523	4200	Ν
	To:		SR 5		1										
132 5 Henry St	City of Williamsburg	0.38	6400 G	95%	1%	1%	2%	1%	0%	С	0.090	F	0.580	6700	G
(132) (3), 51	To:		RANCIS ST		٦			.,.	- , ,	_		-			_
	From:		Lafayette St												
132 Henry St North	City of Williamsburg	0.44	8200 G	96%	1%	2%	0%	0%	0%	С	0.092	F	0.581	8600	G
	To		SR 132 Y												
(132) N.Henry St	City of Williamsburg	0.16	13000 G	96%	1%	2%	0%	0%	0%	F	0.095	F	0.651	14000	G
132/N. Helliy St	City Of Williamsburg		k County Line	<del>30</del> 70	170	∠70	U 70	U 70	U 70	Г	0.093	r	0.001	14000	G
	From:		L Williamsburg		+										
(122)	York County	0.10	13000 G	96%	1%	2%	0%	0%	0%	F	0.088	F	0.649	14000	G
132	To K County	0.10	US 60	JU /0	7	<b>~</b> /0	O /0	J /0	U /0	'	0.000	'	0.049	17000	J
	""		0.9 00												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	nd Intersta	ate Ro	utes											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
TOUTO	disdiction	Longin		Q,r.	71110	Buo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	70000	QII
	From:	4.40	US 60		000/		00/	40/	40/	00/	0	0.004	_	0.500	40000	_
132)	York County	1.16	<b>12000</b> SR 143	G	96%	1% 7	2%	1%	1%	0%	С	0.084	F	0.596	12000	G
	From:					1										
Wye 132	<u></u>	0.29	lonial Parky 7800	vay <b>G</b>	97%	<b>1</b> %	2%	0%	1%	0%	С	0.100	F	0.538	8200	G
132)	City of Williamsburg	0.29	SR 132	<u> </u>	9170	T 170	270	076	170	0%	C	0.100	Г	0.556	0200	G
	From					1										
	Prince Edward County	1.04	W 73-692 <b>1900</b>	G	92%	<b>」</b> 0%	2%	5%	1%	0%	С	0.077	F	0.699	1900	G
133	Finice Edward County	1.04	1900	G	9270	U%	270	3%	170	0%	C	0.077	Г	0.099	1900	G
	To- From		West of Ki			<del></del>										
133	Prince Edward County	0.15	3300	G	92%	0%	2%	5%	1%	0%	F	80.0	F	0.533	3300	G
<u> </u>	To:	US	S 15 Kingsvi	ille												
	From:	US 17 George V														
(134) Hampton Hwy	York County	4.29	25000	G	98%	0%	1%	0%	1%	0%	С	0.090	F	0.61	27000	G
	To: From:		ICL Hamptork County L			_										
134 Magruder Blvd	City of Hampton	0.28	25000	G	97%	0%	2%	1%	1%	0%	С	0.096	F	0.682	27000	G
134) Wagrader Biva	only of Hampton				01 70	7	270	170	170	070	Ü	0.000	•	0.002	27000	O
	To. From:		mple Farm		0=0/		201	201	407	201	_		_			_
134 Magruder Blvd	City of Hampton	0.83	28000	G	97%	0%	2%	0%	1%	0%	F	0.09	F	0.643	29000	G
	To- From:	Comma	nder Sheppa	ard Blvd		}—										
(134) Magruder Blvd	City of Hampton	1.46	29000	G	95%	0%	2%	1%	1%	0%	С	0.092	F	0.525	31000	G
	To:	Hampton	Roads Cen	iter Pkw	v	<del></del>										
134 Magruder Blvd	City of Hampton	0.94	29000	G	96%	0%	1%	1%	1%	0%	С	0.088	F	0.514	30000	G
	To:		I-64													
	From:		34 Magrude	r Blvd												
(134) (64)	City of Hampton (Maint: 99)	0.55										s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	144000	G	95%	0%	1%	1%	3%	0%	F	NA			146000	G
	To- From:	US 258, S	SR 134 Mer	cury Blv		}—										
(134) (64)	City of Hampton (Maint: 99)	0.30			;	See I-6	4 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA			105000	G
	To:	US 258, S	SR 134 Mer	cury Blv	'd											
Moroupy Dhyd	City of Homoton	0.26	I-64 <b>55000</b>		050/		10/	2%	20/	0%	С	0.082	F	0.538	56000	G
134 258 Mercury Blvd	City of Hampton	0.26	55000	G	95%	0%	1%	2%	2%	0%	C	0.062	Г	0.536	50000	G
	To: From:		Coliseum D			J										
134 258 Mercury Blvd	City of Hampton	0.57	47000	G	95%	0%	1%	2%	2%	0%	С	0.084	F	0.516	47000	G
	To- From:	SR 15	2 Cunningh	am Dr		]										
134)(258) Mercury Blvd	City of Hampton	0.24	50000	G	98%	0%	0%	1%	1%	0%	F	0.084	F	0.503	51000	G
$\sim$	To:		8; Arminste													
A maniata a el Acce	From:		58 Mercury		070/	J 007	40/	40/	40/	00/	_	0.005	_	0.54	04000	_
Armistead Ave	City of Hampton	0.24	19000	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.54	21000	G
	To- From:	Pi	ne Chapel I	Rd		}—										
(134) Armistead Ave	City of Hampton	0.79	22000	G	97%	1%	1%	1%	1%	0%	С	0.084	F	0.559	23000	G
	To:		Lasalle Ave													

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

		Primary and Intersta	ale Ru	utes			Tnu	ol.			I/		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Δvle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	Lasalle Ave	:		1	ZANIC	JIANE	TTTAIL	ZIIali		1 actor		i actor		
134 Armistead Ave	City of Hampton	0.51 <b>18000</b>	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.684	19000	G
	Ta:	Rip Rap Rd	<u> </u>		1—										
134 Armistead Ave	City of Hampton	0.38 14000	G	96%	1%	1%	1%	1%	0%	С	0.09	F	0.592	15000	G
	To:	SR 351 Pembrok	e Ave		<b>—</b>										
134 Armistead Ave	City of Hampton	0.27 <b>15000</b>	G	96%	1%	2%	1%	0%	0%	С	0.086	F	0.591	16000	G
	To- From-	Queen St			1—										
134 Armistead Ave	City of Hampton	0.10 <b>15000</b>	N	96%	1%	2%	1%	0%	0%	Ν	NA			16000	Ν
	To:	US 60 Settlers Land	ding Rd												
	From:	US 17 Bridge								_					
135 College Dr	City of Suffolk (Maint: 61)	0.20 <b>13000</b>	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.509	14000	G
	To- From:	SR 164 Western F			<del>]</del>							_			
135 College Dr	City of Suffolk (Maint: 61)	0.65 <b>16000</b>	G	97%	0%	1%	0%	1%	0%	С	0.089	F	0.507	18000	G
	To- From:	61-658 Towne Po		222/	<u> </u>			201		_		_	0 =0.4	0.1000	
135 College Dr	City of Suffolk (Maint: 61)	0.75 <b>20000</b>	G	98%	0%	2%	0%	0%	0%	С	0.088	F	0.584	21000	G
	To- From:	I-664		0.40/	<u> </u>	00/	00/	00/	00/		0.000		0.044	2000	
135	City of Suffolk (Maint: 61)	0.60 <b>8200</b> SR 367	G	94%	1% <b>7</b>	2%	0%	3%	0%	С	0.092	F	0.641	8900	G
	From:	WCL Albert			1										
136	Town of Alberta (Maint: 12)	1.17 <b>480</b>	G G	90%	0%	5%	0%	5%	0%	С	0.092	F	0.781	480	G
1309	Tn:	US 1 Alberta	a		1										
	From:	SR 40													
137 138	Town of Kenbridge (Maint: 55)	1.13 <b>4800</b>	G	87%	1%	4%	0%	8%	0%	F	0.086	F	0.564	4700	G
	Ta- From:	ECL Kenbrid			]—										
(137)(138)	Lunenburg County	0.74 <b>4800</b>	N	87%	1%	4%	0%	8%	0%	Ν	0.086	Ν	0.564	4700	N
	Ta- From:	55-601			]—										
(137)(138)	Lunenburg County	1.93 <b>3400</b>	G	87%	1%	4%	0%	8%	0%	F	0.085	F	0.532	3400	G
	To: From:	SR 138 Lafoons C			}—										
137)	Lunenburg County	4.67 1000	G	87%	<b>1</b> %	4%	0%	8%	0%	С	0.088	F	0.630	1000	G
	From:	Brunswick Count Lunenburg Count	-		1										
137	Brunswick County	3.56 <b>780</b>	G	87%	1%	4%	0%	8%	0%	F	0.092	F	0.528	770	G
	To:	SR 46 Danielto	own												
	From:	US 1													
138	Town of South Hill	0.38 <b>3300</b>	G	89%	1%	2%	1%	7%	0%	F	0.095	F	0.577	3300	G
	To- From:	NCL South H			<u> </u>							_			
138	Mecklenburg County	2.89 <b>2800</b>	G	89%	_ 1% ¬	2%	1%	7%	0%	С	0.089	F	0.53	2800	G
	From:	Lunenburg Count Mecklenburg Count			1										
(138)	Lunenburg County	9.83 <b>2200</b>	G	90%	1%	3%	1%	5%	0%	С	0.089	F	0.587	2200	G
	To:	SR 137 Lafoons C	Corner		1										

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

Doute	lunia di aki ara	l ameth AA	DT C4	4Tins	Dur		Tru	ck		00	K	OK	Dir	A A\A/DT	- 0\4
Route	Jurisdiction	Length AA		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
138 137	Lunenburg County	SR 137 LAFOO 1.93 <b>34</b>	00 G	87%	1% 	4%	0%	8%	0%	F	0.085	F	0.532	3400	G
138 137	Lunenburg County	0.74 <b>48</b>		87%	1%	4%	0%	8%	0%	N	0.086	N	0.564	4700	N
138 137	Town of Kenbridge (Maint: 55)	1.13 <b>48</b> SR	00 G	87%	1% 7	4%	0%	8%	0%	F	0.086	F	0.564	4700	G
139)	Town of Jarratt (Maint: 40)	40-610 C 0.76 <b>19</b> Sussex Co	L Jarratt	92%	1%	2%	1%	5%	0%	F	0.083	F	0.555	1900	G
139	Town of Jarratt (Maint: 91)	Greensville 0.23 29	County Line	92%	1%	2%	1%	5%	0%	С	0.087	F	0.531	3000	G
139	Town of Jarratt (Maint: 91)	91-0 0.49 <b>24</b> US 301	00 G	92%	1% 	2%	1%	5%	0%	F	0.081	F	0.668	2400	G
140 Jonesboro Rd	Town of Abingdon	SCL At 0.38 <b>180</b> US 11 M	00 G	91%	1%	1%	1%	5%	0%	С	0.086	F	0.52	18000	G
141) George Washington Hwy	City of Portsmouth	US 17 Fred 0.36 <b>200</b>	00 F	95%	0%	0%	1%	3%	0%	F	0.089	F	0.707	22000	F
141 George Washington Hwy	City of Portsmouth	SR 337 F 0.48 <b>160</b>	000 F	95%	0%	0%	1%	3%	0%	F	0.079	F	0.712	18000	F
141 Effingham St	City of Portsmouth	Portsmot 0.76 <b>260</b>	00 F	93%	1%	2%	2%	2%	0%	С	0.084	F	0.633	29000	F
141 Effingham St	City of Portsmouth	0.18 <b>330</b>	00 F	95%	0%	0%	1%	3%	0%	F	0.067	F	0.622	36000	F
141 Effingham St	City of Portsmouth	0.25 <b>250</b>	00 F	98%	1%	0%	0%	1%	0%	F	0.07	F	0.533	28000	F
141 Effingham St	City of Portsmouth	0.06 <b>210</b> London	00 F	98%	1% 7	0%	0%	1%	0%	F	0.071	F	0.524	23000	F
141) London Blvd	City of Portsmouth	Effingl 0.33 <b>210</b>	nam St	98%	1%	0%	0%	1%	0%	F	0.084	F	0.712	23000	F
141) London Blvd	City of Portsmouth	Elm 0.83 <b>240</b> M L King	00 F	98%	] 1% ]	0%	0%	1%	0%	С	0.088	F	0.726	26000	F
142 Simpson Rd	Dinwiddie County	US 1 Boydto		91%	0%	2%	2%	4%	0%	С	0.109	F	0.502	2500	G
142 Boydton Plank Rd	City of Petersburg	WCL Pe 0.16 <b>40</b> Dupu	00 G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.579	4300	G

7/15/2004

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

						_		Tru	ıck			K	· ·	Dir		0111
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	4.04	Dupuy Rd		070/	10/	00/	00/	00/	00/	_	0.4	_	0.044	2000	_
Boydton Plank Rd	City of Petersburg	1.24	3500	G	97%	1% -	2%	0%	0%	0%	С	0.1	F	0.611	3800	G
	To: From:		604 Halifax										_			
142 Halifax Rd	City of Petersburg	0.06	6200	G	97%	1% 7	2%	0%	0%	0%	F	0.102	F	0.595	6700	G
	10.		CSX RR			<u> </u>										
Mollon St	City of Homoton	US 2 0.69	58 Mercury <b>6400</b>	Blvd <b>G</b>	97%	J 0%	20/	00/	00/	00/	С	0.115	F	0.823	6800	G
143 Mellen St	City of Hampton		169 Mallor		97%	1 0%	2%	0%	0%	0%	C	0.115	Г	0.023	0000	G
	From:		143 Meller													
143 (169) Mallory St	City of Hampton	0.07	9900	N	95%	1%	2%	1%	0%	0%	Ν	0.079	Ν	0.604	11000	Ν
	To		. 143 County													
0.500000	From:		169 Mallor	_	000/	<b>_</b>	00/	00/	00/	00/	_	0.004	_	0.507	E400	_
143 County St	City of Hampton	0.59	<b>4800</b> I-64	G	96%	1% 7	2%	0%	0%	0%	С	0.091	F	0.507	5100	G
	From:		Tyler St													
143) 60 Settlers Landing Rd	City of Hampton	0.67	21000	G	95%	1%	2%	1%	0%	0%	F	0.088	F	0.511	22000	G
	To-		Eaton St			1										
(143) (60) Settlers Landing Rd	City of Hampton	0.46	18000	G	95%	<b>1</b> %	2%	1%	0%	0%	F	0.088	F	0.511	19000	G
145) (66)	Tay		24 4	J A		1										
143) (60) Settlers Landing Rd	From L City of Hampton	0.13	34 Armistea 18000	G Ave	95%	1%	2%	1%	0%	0%	С	0.086	F	0.518	19000	G
(143) (60) Sociolo Editoria (143)	To:		Lecoughtan R		0070	1	270	170	070	070	Ū	0.000	•	0.010	10000	Ŭ
	From:	Sett	lers Landing	g Rd												
(143) (60) Kecoughtan Rd	City of Hampton	0.26	12000	G	96%	2%	2%	0%	0%	0%	F	NA			13000	G
	To: From:	US 6	0 Kecoughta	an Rd		]										
143 Victoria Blvd	City of Hampton	0.54	4900	G	97%	1%	1%	0%	0%	0%	F	0.091	F	0.575	5200	G
$\overline{}$	Ta		Lasalle Ave	2		1										
143 Victoria Blvd	City of Hampton	1.25	11000	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.576	11000	G
	To:	D _i	owhatan Pky	3/3/		1										
143 Victoria Blvd	From: <b>L</b> City of Hampton	1.15	8400	G	97%	1%	1%	0%	0%	0%	С	0.081	F	0.576	8900	G
143)	To:		Newport N			1										
	From:		VCL Hampto													
143 27th Street	City of Newport News	0.35	9200	G	96%	1%	2%	1%	0%	0%	F	0.084	F	0.501	9800	G
	Combined Traffic Estimates for Parallel Roadways			1.0		7						NA			NA	
	From:		143 Par, 28t 143 Par, 27t													
143 28th Street	City of Newport News	0.48	3900	G	96%	1%	2%	1%	0%	0%	F	0.083	F		4200	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	1%	2%	0%	0%	0%	F	NA			8200	G
	To:		Chestnut Av													_
143)28th Street	From: L City of Newport News	0.90	3900	G	96%	1%	2%	1%	0%	0%	С	0.078	F		4100	G
143) =3.1. 3.1331	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	1%	2%	0%	0%	0%	С	NA	•		6800	G
	To T				0.70	. //	- /0	<b>0</b> /0	<b>3</b> / 0	J /0	9				5500	0
143 Jefferson Ave	City of Newport News	0.53	143 Par, 27t 28000	th St G	95%	1%	3%	1%	1%	0%	С	0.079	F	0.554	30000	G
143 Selicison Ave	To:	0.55	I-664		JJ /0	7	J /0	1 /0	1 /0	U /0	C	0.018	'	0.004	30000	G
			1 00 1			-										

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

					_		Trι	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	I-	664												
143 Jefferson Ave	City of Newport News	0.41 <b>28</b>	000 N	95%	1%	3%	1%	1%	0%	Ν	0.079	Ν	0.554	30000	Ν
	To- From:	50	th St												
143 Jefferson Ave	City of Newport News	1.89 <b>35</b>	000 G	97%	0%	2%	0%	1%	0%	F	0.08	F	0.569	37000	G
	To:		lercury Blvd												
143) 17 ( Jefferson Ave	City of Newport News		iry Blvd 6000 G	95%	<b></b> 0%	2%	1%	1%	0%	С	0.081	F	0.547	49000	G
143 (17) Jefferson Ave	City of Newport News			95 /6	U /0	2 /0	1 /0	1 /0	0 /6	C	0.001	'	0.547	49000	G
	From:		Main St	070/		40/	40/	40/	00/	_	0.000	^	0.504	50000	^
143 (17) Jefferson Ave	City of Newport News	1.69 <b>49</b>	000 A	97%	0%	1%	1%	1%	0%	С	0.099	Α	0.564	53000	Α
	To- From:		rpersville Rd												
143) (17) Jefferson Ave	City of Newport News		000 G	97%	0%	1%	1%	1%	0%	F	0.081	F	0.53	54000	G
<u> </u>	To: From:		Morris Blvd de Morris Blv	d											
Jefferson Ave	City of Newport News		000 F	96%	1%	1%	1%	1%	0%	С	0.079	F	0.503	54000	F
143 Jefferson Ave	only of Newport News			0070		170	170	170	070	Ü	0.070	•	0.000	04000	•
Jefferson Ave	City of Novement Nove		oond Blvd	95%	1%	1%	1%	2%	0%	С	0.083	F	0.501	E7000	G
143 Jefferson Ave	City of Newport News	1.29 <b>54</b>	.000 G	95%	170	170	170	<b>2</b> %	0%	C	0.063	Г	0.591	57000	G
	To- From:		ster Point Rd		_										
143 Jefferson Ave	City of Newport News	0.73 <b>51</b>	000 G	93%	1%	1%	2%	3%	0%	С	0.078	F	0.524	54000	G
	To: From:		-64												
143 Jefferson Ave	City of Newport News	1.13 <b>75</b>	000 G	96%	0%	2%	1%	1%	0%	С	0.084	F	0.577	79000	G
	To- From:	Blan	d Blvd		_										
143 Jefferson Ave	City of Newport News	0.86 <b>54</b>	000 G	96%	0%	2%	1%	1%	0%	С	0.081	F	0.545	57000	G
$\smile$	Ta	SR 173 D	enbigh Blvd												
143 Jefferson Ave	City of Newport News		000 A	97%	0%	2%	0%	1%	0%	С	0.108	Α	0.55	37000	Α
140	To	Diaha	neck Rd												
143 Jefferson Ave	City of Newport News		000 G	97%	0%	2%	0%	1%	0%	F	0.082	F	0.583	29000	G
Jefferson Ave	oity of Newport News			37 70	_ 0/0	270	070	170	070		0.002	•	0.000	25000	O
Inffarence Aug	From:		Eustis Blvd	050/		20/	40/	40/	00/		0.400	F	0.000	0000	
143 Jefferson Ave	City of Newport News	2.55 <b>9</b> 4	400 G	95%	0%	3%	1%	1%	0%	С	0.102	r	0.636	9900	G
	To: From:		own Rd												
143 Jefferson Ave	City of Newport News		000 G	95%	0%	3%	1%	1%	0%	F	0.114	F	0.822	15000	G
	From:		County Line wport News												
143)	James City County		000 G	95%	0%	3%	1%	1%	0%	F	0.11	F	0.766	14000	G
143/	To:		ounty Line	3070	$\exists$	370	. 70	1 /0	<b>3</b> / 0	•	0.11	•	0.700	. 7000	5
	From:		County Line												
143	York County		000 G	95%	0%	3%	1%	1%	0%	F	0.094	F	0.572	18000	G
	To:		County Line		1										
Morrimae Trail	From:		ounty Line	050/	00/	20/	40/	40/	00/	_	0.000	F	0.657	24000	_
143 Merrimac Trail	James City County		000 G	95%	0%	3%	1%	1%	0%	F	0.098	F	0.657	21000	G
	10.	Y ork Co	ounty Line												

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

			iu iiileisia					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		City Count	_												
143	York County	0.76	7400	G	95%	0%	3%	1%	1%	0%	F	0.093	F	0.558	7800	G
	To: From:		L Williamsb		222/	]	201	201	407	201			_	0 = 10		
143 Merrimac Trail	City of Williamsburg	0.90	6500	G	93%	1%	3%	3%	1%	0%	С	0.086	F	0.518	6900	G
143 Merrimac Trail	Tion   City of Williamsburg	SR 5 C 0.37	Capital Land 9300	ing Rd G	96%	0%	1%	1%	1%	0%	С	0.089	F	0.604	9800	G
143 Nieminac maii	City of Williamsburg		rk County L		90%	7	1 70	1 70	170	070	C	0.069	Г	0.004	9000	G
	From:	NC	L Williamsb	ourg												
143)	York County	0.22	8900	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.536	8900	G
	To: From:		SR 132			]					_					
143	York County	0.60	19000	G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.571	19000	G
	To: From:	0.04	I-64 <b>1500</b>		000/		40/	40/	40/	00/		0.000	F	0.050	4500	
143	York County	0.24 Camp	Peary Main	G n Gate	96%	0% 7	1%	1%	1%	0%	F	0.092	г	0.858	1500	G
	From:	•	R 143; 28th			1										
27th Street	City of Newport News	0.48	3700	G	97%	1%	2%	0%	0%	0%	С	0.085	F		4000	C
1	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	7700	G	97%	1%	2%	0%	0%	0%	F	NA			8200	C
_	To: From:	(	Chestnut Av	e		]										
143) 27th Street	City of Newport News	0.90	2600	G	97%	1%	2%	0%	0%	0%	С	0.109	F		2700	C
	Combined Traffic Estimates for 2 Parallel Roadways		6400 efferson Av	G	97%	1%	2%	0%	0%	0%	С	NA			6800	C
	From:	J	SR 36	е		<u> </u>										
144)	Prince George County	2.58	29000	Α	98%	<b>」</b> 0%	1%	1%	1%	0%	С	0.103	Α	0.534	29000	A
	To:		rfield Coun			1										
Temple Ave	Chesterfield County	Prince ( 0.19	George Cour 29000	nty Line <b>F</b>	98%	0%	1%	1%	1%	0%	F	0.085	F	0.526	29000	F
Temple Ave	Chesterned County				90%	U% <b>7</b>	1 70	1 70	170	070	Г	0.065	Г	0.520	29000	Г
144) Temple Ave	City of Colonial Heights	0.93	Colonial He	eights <b>F</b>	98%	0%	1%	1%	1%	0%	F	0.093	F	0.605	27000	F
144) Temple 7 We	Tay of Colonia Holgino				0070	7	170	170	170	070	•	0.000		0.000	21000	
144) Temple Ave	From:L City of Colonial Heights	0.37	Conduit Rd 31000	F	98%	0%	1%	1%	1%	0%	F	0.086	F	0.541	32000	F
144)	To-		I-95			<u> </u>	.,,	.,.	.,,	- , ,						
144) Temple Ave	From:∟ City of Colonial Heights	0.50	26000	F	98%	<b>-</b> 0%	1%	1%	1%	0%	F	0.087	F	0.538	27000	F
	Too	U	S 1 Bouleva	ırd		1										
144) (1) (301) Boulevard	City of Colonial Heights	0.74	24000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.544	27000	F
	To	L	akeview Av	/e		1—										
144) (1) (301) Boulevard	City of Colonial Heights	0.17	23000	F	95%	0%	1%	3%	1%	0%	С	0.088	F	0.502	25000	F
	To: From:	I	Ellerslie Ave	e												
144) (1) (301) Boulevard	City of Colonial Heights	0.19	28000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.505	30000	F
	To:	S	herwood Av	/e												

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
144) (1) (301) Boulevard	City of Colonial Heighto	0.62	nerwood Av 26000	ve <b>F</b>	98%	] 0%	1%	0%	0%	0%	F	0.089	F	0.520	28000	F
144 1 301 Boulevard	City of Colonial Heights				90%	U% <b>7</b>	1 70	070	U70	070	г	0.069	Г	0.520	20000	Г
144) (1) (301) Jefferson Davis Hwy	Chesterfield County	0.22	Colonial He <b>24000</b>	eights <b>F</b>	98%	0%	1%	0%	0%	0%	F	0.090	F	0.541	27000	F
(301) concrean Batte 1 1119	To:		fferson Day		0070	7	170	070	070	070		0.000		0.011	2,000	
144)Harrowgate Rd	Chesterfield County	1.44	9500	F	99%	0%	1%	0%	0%	0%	С	0.098	F	0.55	10000	F
	Tax	20-	1136 North	St		1										
144)Harrowgate Rd	Chesterfield County	2.24	8600	F	98%	0%	1%	1%	0%	0%	С	0.088	F	0.559	9400	F
	To:		-619 Curtis													
144)Harrowgate Rd	Chesterfield County	1.76	9 Happy Hi <b>9700</b>	F	99%	<b>」</b> ○%	1%	0%	0%	0%	С	0.091	F	0.64	11000	F
144)	To		West Inters				.,,									
144) (10) Hundred Rd	Chesterfield County	0.25	27000	F	96%	1%	1%	1%	1%	0%	F	0.086	F	0.565	30000	F
	Tax	SR 10 EAS	ST INTERS	SECTIO	N	1										
144) Chester Rd	Chesterfield County	1.77	9600	F	99%	0%	1%	0%	0%	0%	С	0.098	F	0.588	10000	F
	То:	SR 1	45 Centralia	a Rd												
	From:		) Iron Bridg	_	222/		201	201	201	201			_			
145 Centraliia Rd	Chesterfield County	2.81	<b>8100</b> 144 Chester	F r Rd	99%	0% 7	0%	0%	0%	0%	С	0.094	F	0.53	8900	F
	From:		44; Centrali													
145 Chester Rd	Chesterfield County	2.37	6300	F	99%	0%	0%	0%	0%	0%	F	0.105	F	0.795	6800	F
	Ta	US 1, US 30			wy	<u> </u>										
(146)	City of Richmond (Maint: 43)	SR 70	6 Powhite F 22000	Pkwy <b>G</b>	97%	J 0%	1%	0%	1%	0%	С	0.106	F	0.711	26000	G
146)	To:		Downtown		31 70	7	1 /0	0 70	170	0 70	O	0.100	•	0.711	20000	J
	From:	US 60	Midlothian	n Tnpk												
147) Huguenot Rd	Chesterfield County	1.33	41000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.513	45000	F
	To: From:	20-7	'11 Robious	s Rd		]—										
147) Huguenot Rd	Chesterfield County	3.08	47000	F	99%	0%	1%	0%	0%	0%	С	0.089	F	0.569	51000	F
	To- From:		678 Buford			]—										
147 Huguenot Rd	Chesterfield County	0.59	45000	F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.676	50000	F
	To- From:		CL Richmor		0=0/		10/	40/	40/	201						_
147 Huguenot Rd	City of Richmond	0.22	46000	G	97%	0%	1%	1%	1%	0%	С	0.097	N	0.676	48000	G
	Tac From:		Chippenhar		000/		40/	40/	40/	00/		0.000	_	0.504	00000	
147 Huguenot Rd	City of Richmond	1.12	27000	F	98%	0%	1%	1%	1%	0%	С	0.088	F	0.584	30000	F
Luguenet Pd	Chooterfield County		CL Richmon		98%	00/	10/	00/	00/	00/	F	0.000	NI	O F04	21000	
Huguenot Rd	Chesterfield County	0.38	29000	G	98%	0%	1%	0%	0%	0%	٢	0.088	N	0.584	31000	G
147) Huguenot Rd	Henrico County	Hugueno 0.45	29000	l Bridge <b>G</b>	98%	0%	1%	0%	0%	0%	С	0.091	F	0.588	30000	G
14/ Hugueriot Nu	To:		7506 River		JU /0	7	1 /0	U /0	U /0	U /0	C	0.081	'	0.500	30000	G

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

		Primary ar	TG TITLOTOR	410 1 101				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	43-	-7506 River	Rd												
(147) River Rd	Henrico County	0.02	28000	N	98%	0%	1%	0%	0%	0%	Ν	0.08	Ν	0.57	30000	Ν
	To- From:	W	CL Richmo	nd		}—										
147 River Rd	City of Richmond	0.68	28000	G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.57	30000	G
	To- From:		hree Chopt I			]							_			
147 Cary St	City of Richmond	0.16	23000	G	98%	0%	1%	0%	0%	0%	F	0.074	F	0.550	24000	G
	To- From:		Libbie Ave		000/	<u> </u>	40/	00/	00/	00/		0.074	_	0.500	10000	
(147) Cary St	City of Richmond	1.10	17000	G	98%	0%	1%	0%	0%	0%	С	0.074	F	0.593	18000	G
Comunicati	To- From:		estmoreland		000/		40/	00/	00/	00/	_	0.005		0.000	47000	
147 Cary St	City of Richmond	0.83	16000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.699	17000	G
Conv Ct	City of Richmond	0.77	<u>Γhompson S</u> <b>14000</b>	G G	98%	0%	1%	0%	0%	0%	F	0.081	F		14000	G
(147) Cary St	City of Richmond  Combined Traffic Estimates for 2 Parallel Roadways o			G	98% 98%	0%	1%	0%	0%	0%	F	0.061 NA	Г		26000	G
	To To		161 Bouley		90 /0	7	1 /0	0 70	070	0 70	'	INA			20000	J
(147) Cary St	City of Richmond	1.59	11000	G G	98%	0%	1%	0%	0%	0%	F	0.093	F		12000	G
147 301 301	Combined Traffic Estimates for 2 Parallel Roadways o			G	98%	0%	1%	0%	0%	0%	F	NA	•		24000	G
	To-		JS 301 Belv			Ţ										
(147) Cary St	City of Richmond	0.81	8100	G	98%	0%	1%	0%	0%	0%	F	0.134	F		8600	G
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	18000	G	98%	0%	2%	0%	0%	0%	F	NA			19000	G
	To:	J	JS 60, 9th S	St												
	From		Cary St		0=0/	]	201	221	201	201	_		_		4=000	
147 Thompson St	City of Richmond	0.07	14000	G	97%	1%	2%	0%	0%	0%	F	0.095	F	0.859	15000	G G
	Combined Traffic Estimates for 2 Parallel Roadways o		Ellwood Av	<b>G</b>	98%	0% T	1%	0%	0%	0%	F	NA			30000	G
	From:	-	Thompson S													
147 Ellwood Ave	City of Richmond	0.77	11000	G	97%	1%	2%	0%	0%	0%	F	0.098	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	25000	G	98%	0%	1%	0%	0%	0%	F	NA			26000	G
NA-in Ot	To- From:		161 Boulev		070/		00/	00/	00/	00/		0.400			40000	
147 Main St	City of Richmond Combined Traffic Estimates for 2 Parallel Roadways o	1.56	12000	G	97% 98%	1% 0%	2% 1%	0% 0%	0% 0%	0% 0%	C F	0.102 NA	F		12000 24000	G G
	Combined Tranic Estimates for 2 Parallel Roadways o			G	90%	7	1 70	076	0%	0%	г	IVA			24000	G
147 Main St	City of Richmond	US 1 U 0.81	9700 JS 301 Belvi	idere St <b>G</b>	97%	1%	2%	0%	0%	0%	F	0.12	F		10000	G
147 Wall St	Combined Traffic Estimates for 2 Parallel Roadways o			G	98%	0%	2%	0%	0%	0%	F	NA	1		19000	G
	To:		S 60 P, 8th		3070		270	0 / 0	070	0 70		1 1/ 1			10000	
	From:		I-77													_
(148)	Carroll County	0.87	4300	G	87%	0%	3%	2%	7%	0%	С	0.094	F	0.660	4300	G
	To:	US 52 1	North of Far	ncy Gap		<u> </u>										
	From:		65; N Landi		0701		401	467	061	001	_	0.0=0	_	0.505	05000	_
Princess Anne Rd	City of Virginia Beach	1.92	23000	F	97%	_0% <b>¬</b>	1%	1%	0%	0%	С	0.078	F	0.507	25000	F
	10.	Pri	ncess Anne	Kd												

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

		Primary and interstate					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Parham Rd; River	Rd		İ										
150 Chippenham Pkwy	Henrico County	1.25 <b>37000</b>	G 9	97%	0%	1%	0%	1%	0%	F	0.108	F	0.539	43000	G
	To- From:	NCL Richmond			<b>]</b>										
150 Willey Bridge	City of Richmond	1.31 <b>40000</b>	G 9	96%	0%	1%	2%	1%	0%	С	0.112	F	0.537	48000	G
	To- From-	SR 147 Huguenot 1	Rd		}										
(150) Chippenham Pkwy	City of Richmond	1.56 <b>35000</b>	G 9	97%	0%	1%	0%	1%	0%	F	0.108	F	0.555	40000	G
	To- France	Forest Hill Ave			<u> </u>										
150 Chippenham Pkwy	City of Richmond	0.46 <b>42000</b>	G 9	97%	0%	1%	0%	1%	0%	F	0.103	F	0.559	47000	G
	Tax	ECL Richmond			<b></b>										
150 Chippenham Pkwy	Chesterfield County	1.02 <b>49000</b>		97%	0%	1%	0%	1%	0%	F	0.099	F	0.579	56000	F
	Tax	20-686 Jahnke Ro	d		<b></b>										
150 Chippenham Pkwy	Chesterfield County	1.07 <b>64000</b>		97%	0%	1%	0%	1%	0%	F	0.098	F	0.665	75000	F
	Too	US 60 Midlothian Tr	rnpk		<u> </u>										
150 Chippenham Pkwy	Chesterfield County	1.67 <b>72000</b>		97%	0%	1%	1%	1%	0%	С	0.095	F	0.624	83000	F
	To-	US 360 Hull Street	Rd		<b> </b>										
(150) Chippenham Pkwy	Chesterfield County	2.59 <b>63000</b>		97%	0%	1%	0%	1%	0%	F	0.097	F	0.524	75000	F
	Too	SR 10 Iron Bridge	Rd		1										
150) Chippenham Pkwy	Chesterfield County	0.94 <b>54000</b>		97%	0%	1%	0%	1%	0%	F	0.096	F	0.572	64000	F
	Too	20-637 Hopkins R	Σď		<b></b>										
150 Chippenham Pkwy	Chesterfield County	1.97 <b>54000</b>		97%	0%	1%	0%	1%	0%	С	0.112	В	0.623	54000	F
	To	US 1 Jefferson Davis	Hww		1										
150 Chippenham Pkwy	Chesterfield County	1.35 <b>51000</b>		97%	0%	1%	0%	1%	0%	F	0.102	F	0.597	58000	F
,	To:	I-95													
	From:	US 29 North of Amh	herst												
(151)	Amherst County	6.34 <b>2400</b>	G 9	95%	1%	2%	2%	1%	0%	С	0.109	F	0.628	2200	G
	To:	Nelson County Lin													
151	Nelson County	Amherst County Li 1.46 <b>2300</b>		91%	0%	4%	3%	2%	0%	С	0.076	F	0.506	2100	G
151	Tol.			0.70	1	.,0	0,0	_,,	0,0		0.0.0	•	0.000		
454	Nelson County	SR 151 Y North of Pine 0.21 <b>2000</b>		92%	1%	4%	2%	1%	0%	F	0.080	F	0.557	1900	G
151	To County			0270	1	170	270	170	070	•	0.000		0.007	1000	Ŭ
454 (50)	Nelson County	S SR 56 2.56 <b>2000</b>	G 9	92%	1%	4%	2%	1%	0%	С	0.08	F	0.605	1900	G
151 56	Neison County		-	JZ /0	1 /0	7 70	2 /0	1 /0	0 70	C	0.00	'	0.005	1900	O
	Nolson County	N SR 56 2.30 <b>1500</b>	G 9	93%	1%	4%	1%	1%	0%	F	0.091	F	0.564	1400	G
151)	Nelson County		<b>G</b> (	<b>33</b> 70	1 70	470	1 70	1 70	U 70	Г.	0.091	Г	0.364	1400	G
Patrick Hope Huse	Noloon Count:	62-666	<u> </u>	93%	10/	40/	10/	10/	00/		0.000	F	0.560	1100	
Patrick Henry Hwy	Nelson County	8.09 <b>1200</b>		<del>ყ</del> 3%	1%	4%	1%	1%	0%	F	0.083	F	0.569	1100	G
	To- From:	62-664 Beach Grove		0001	<u> </u>	401	401	401	061		0.000	_	0 =0	4100	
151 Rockfish Valley Hwy	Nelson County	5.52 <b>4400</b>	G 9	93%	1% 1	4%	1%	1%	0%	С	0.096	F	0.52	4100	G
	10.	SR 6 River Rd													

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

					_		Tru	ıck			K	211	Dir		
	Length	AADI	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
				000/	10/	20/	10/	60/	00/	_	0.001	_	0.606	6200	_
Neison County				88%	1%	3%	1%	6%	0%	C	0.091	г	0.606	6300	G
Nelson County				88%	1%	3%	1%	6%	0%	F	0 094	F	0 509	7300	G
To:				0070	1	070	170	070	070	·	0.001		0.000	7000	
From:				000/	40/	00/	40/	00/	00/		0.000	_	0.000	7000	_
Albemane County (Maint: 62)				88%	1% <b>7</b>	3%	1%	6%	0%	F	0.086	F	0.633	7300	G
From:	05 230		оар ка		i i										
Nelson County	0.23	920	G	92%	1%	4%	2%	1%	0%	С	0.088	F	0.701	920	G
To:		SR 56													
From:															
City of Newport News	0.41	15000	G	97%	0%	2%	1%	1%	0%	С	0.089	F	0.525	16000	G
To: From:					<del>]</del>							_			
City of Newport News				98%	0% ┓	1%	1%	1%	0%	С	0.092	F	0.542	15000	G
From:															
City of Hampton	1.21	26000	G	97%	0%	1%	1%	1%	0%	С	0.1	F	0.558	27000	G
To- From:	В	ig Bethel R	d		}										
City of Hampton	1.03	23000	G	97%	0%	1%	1%	1%	0%	F	0.116	F	0.609	24000	G
Ta- From:					}										
City of Hampton				97%	1% <b>-</b>	1%	1%	1%	0%	С	0.097	F	0.602	29000	G
From					1										
City of Hampton	0.61	20000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.547	21000	G
To- From:	(	Coliseum D	r		}—										
City of Hampton	0.77	15000	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.524	16000	G
To:				d											
Nottoway County				020/	10/	10/	20/	40/	00/	C	0.007	_	0.514	2200	G
Notioway County				9270	170	170	Z 70	470	070	C	0.097	Г	0.514	2200	G
From	Notto	way County	y Line												
Amelia County	4.70	2600	F	94%	1%	1%	1%	3%	0%	F	0.091	F	0.613	2700	F
To: From:					}—										
Amelia County	3.01	3400	F	94%	1%	1%	1%	3%	0%	С	0.092	F	0.584	3500	F
Tro- From:				0.407	<b>]</b>	401	401	00.1	001		0.00=		0.0:-	4000	
Amelia County	1.25		F	94%	1%	1%	1%	3%	0%	F	0.087	F	0.645	4200	F
To- From:	4.07	04-628		040/	10/	40/	40/	20/	00/		0.000		0.755	4000	
Amelia County				94%	1%	1%	1%	3%	υ%	۲	0.093	۲	0.755	4000	F
	Nelson County  To:  Prom:  City of Newport News  City of Newport News  City of Hampton   Nelson County	Nelson County	Nelson County	Nelson County	Nelson County	Nelson County	Nelson County   SR 6 River Rd   SR 6 River R	Nelson County	Nelson County	Nelson County	Length AADT QA 4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   QC   Factor	Nelson County	Nelson County   Six 6 Keyer Rd   Six 6	Nelson County	

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

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	Ο\/
Noute	Jurisulction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QIN	Factor	AAWDI	QVV
154	City of Covington (Maint: 03)		Covington G	97%	0%	1%	1%	0%	0%	С	0.098	F	0.579	9100	G
	To-	Chestr	nut Street		<b>—</b>										
154 Craig Ave	City of Covington		100 G	99%	0%	0%	0%	0%	0%	С	0.105	F	0.548	4400	G
	To: From:		st Street on Avenue												
154 E Riverside St	City of Covington		400 G	94%	0%	1%	4%	1%	0%	С	0.117	F	0.594	3700	G
	Ta- From:		e Avenue		]										
154 E Riverside St	City of Covington	0.24 5	900 G	89%	0%	1%	2%	7%	0%	С	0.096	F	0.613	6400	G
	To- From:		ne Avenue	200/		40/	00/	70/	00/		0.404	_	0.500	1000	
East Hickory Street	City of Covington		500 G	89%	0%	1%	2%	7%	0%	F	0.104	F	0.588	1600	G
	From		rles City CH		1										
155	Charles City County		900 G	94%	0%	1%	2%	3%	0%	F	0.081	F	0.574	1900	G
	To- From:		3-612		_										
155	Charles City County		300 G	94%	0%	1%	2%	3%	0%	С	0.081	F	0.651	3300	G
	From:		County Line												
155	New Kent County		400 G	94%	0%	1%	2%	3%	0%	F	0.09	F	0.607	2400	G
	To- From:		[-64	050/		40/	40/	00/	00/		0.447	_	0.747	0000	
155	New Kent County		000 <b>G</b>	95%	1%	1%	1%	2%	0%	С	0.117	F	0.747	2000	G
	From:		R 35		i										
156)(301)	Prince George County		900 G	90%	4%	1%	1%	5%	0%	F	0.088	F	0.649	1900	G
	To- From:		S 301		]—										
(156)	Prince George County	4.09 <b>1</b>	700 G	90%	4%	1%	1%	5%	0%	С	0.113	F	0.723	1700	G
	To- From:		1-626	222/	<u> </u>	401	10/	-0/	201		2 122				
156	Prince George County		300 G	90%	4%	1%	1%	5%	0%	F	0.108	F	0.692	2300	G
	Prince George County		st of Disputanta	a 87%	5%	1%	1%	7%	0%	С	0.122	F	0.621	4600	G
156	Prince George County			0170	5% <b>-</b>	170	170	170	0%	C	0.132	Г	0.631	4600	G
(450)	Prince George County		156 By Pass <b>500 G</b>	97%	1%	1%	0%	1%	0%	С	0.097	F	0.552	7000	G
156	To:		- 674	91 /0	7 ' "	1 /0	0 /0	1 /0	0 /0	C	0.097	'	0.552	7000	G
	From:		1-674												
(156)	Prince George County	2.51 <b>7</b>	100 G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.559	7600	G
Adjusten Dd	To- From:		Hopewell	070/	10/	40/	00/	10/	00/		0.000		0.554	10000	-
156 Arlington Rd	City of Hopewell		600 G	97%	1%	1%	0%	1%	0%	F	0.083	F	0.551	10000	G
High Avo	City of Hopewell		y Street <b>600 G</b>	98%	0%	0%	0%	1%	0%	С	0.092	F	0.680	7100	G
156 High Ave	City of nopewell		Churchill Rd	90%	0%	U%	U-70	1 70	U 70	C	0.092	Г	0.000	7 100	G
		** 1115.011 (													

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary an	iu intersta	ale KOl	nes				1-			14		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor		~
Mineten Churchill Dr	From:	0.05	S RT 36	G	070/	00/	40/	00/	40/	00/	F	0.000	F	0.057	42000	_
(156) (36) Winston Churchill Dr	City of Hopewell	0.25	<b>12000</b> N RT 36	<u> </u>	97%	0% 7	1%	0%	1%	0%	г	0.083	г	0.657	13000	G
	From:		Arlington Ro	1												
(156) Winston Churchill Rd	City of Hopewell	0.55	17000	G	98%	0%	1%	1%	1%	0%	F	0.082	F	0.547	17000	G
136) William Sharariii Ya	only of Floperion				0070	7	170	170	170	070	•	0.002	•	0.011	11000	Ū
	From:		outh 6Th Av		000/		40/	40/	40/	00/	_	0.004	_	0.544	0500	_
156 Winston Churchill Dr	City of Hopewell	0.80	8300	G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.541	8500	G
	From:	F	Randolph Ro S RT 10	d												
(156) (10) Randolph Rd	City of Hopewell	1.26	9500	G	94%	<b>」</b> ○%	2%	1%	3%	0%	F	0.085	F	0.628	11000	G
156 10 Randolph Rd	City of Hopewell	1.20	9500	G	94%	U%	270	170	3%	0%	Г	0.005	Г	0.020	11000	G
	To- From:	E	CL Hopewe	ell												
(156)(10)	Prince George County	1.17	9600	G	94%	0%	2%	1%	3%	0%	F	0.094	F	0.650	11000	G
	To-		W SR 156			1										
	From: L Prince George County	0.73	11000	G	93%	1%	1%	1%	4%	0%	С	0.091	F	0.594	11000	G
156 10 106	Fillice George County	0.73	11000	9	93 /0	1 /0	1 /0	1 /0	4 /0	0 /0	C	0.091	'	0.584	11000	G
	To- From:		N SR 10													
(156)(106)	Prince George County	2.69	4100	G	89%	1%	1%	2%	8%	0%	С	0.093	F	0.532	4100	G
	To:	Charles	City Count	ty Line												
	From:	Prince C	George Cour	nty Line												
(156)(106)	Charles City County	1.31	4000	G	89%	1%	1%	2%	8%	0%	F	0.09	F	0.505	4000	G
	Tac		E SR 5			7										
(156) (5)	Charles City County	4.34	1400	G	87%	1%	2%	7%	3%	0%	С	0.095	F	0.715	1400	G
(130) (3)	To:		rico County		01 70	٦ :/ٽ	2,70	1 70	070	070	Ŭ	0.000	•	0.7 10	1100	Ŭ
	From:		City Count													
156) 5 New Market Rd	Henrico County	1.72	2400	G	94%	0%	3%	0%	2%	0%	F	0.086	F	0.745	2400	G
(130) (3)						7										
	From:		W SR 5													
(156) Willis Church Rd	Henrico County	3.70	180	G	96%	0%	2%	0%	1%	0%	F	0.111	F	0.546	190	G
	To:		narles City F			1										
Charles City Dd			llis Church		000/	00/	20/	00/	40/	00/	F	0.007	F	0.500	2200	_
156 Charles City Rd	Henrico County	1.19	2000	G	96%	0%	2%	0%	1%	0%	Г	0.087	г	0.596	2200	G
	From:	CI	Elko Rd			1										
Clko Dd			narles City F	G	96%	00/	20/	0%	1%	00/	_	0.400	F	0.510	2000	G
156 Elko Rd	Henrico County	4.40	1900	G	90%	0%	2%	0%	170	0%	С	0.100	Г	0.510	2000	G
	To- From:	Е	lko Tract R	d		]										
(156) Elko Rd	Henrico County	0.54	4200	G	96%	0%	2%	0%	1%	0%	F	0.105	F	0.741	4400	G
	Tec		E US 60			7										
Williamshura Dd	From:	2.24	13000		93%	0%	1%	2%	3%	0%	С	0.117	۸		13000	^
156 60 33 Williamsburg Rd	Henrico County	2.24	13000	Α	93%	U%	1 70	<b>2</b> 70	3%	U%	C	0.117	Α		13000	Α
	To- From:		I-295			]										
(156) (60) (33) Williamsburg Rd	Henrico County	1.38	13000	G	92%	1%	3%	3%	2%	0%	С	0.094	F	0.579	13000	G
	To:	NIINIE	MILE RD	CD 22												
156) 60 Williamsburg Rd	Honrico Countr				92%	1%	3%	10/	3%	0%	F	0.006	F	0.500	16000	G
156 60 Williamsburg Rd	Henrico County	1.50	15000	G	92%	1% 7	٥%	1%	3%	U%	Г	0.086	Г	0.588	16000	G
	10:		US 60			1										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
(156) Airport Dr	Henrico County	0.54	US 60 32000	G	92%	」 1%	2%	1%	4%	0%	С	0.082	F	0.538	34000	G
1307	To:		I-64													
(156) Airport Dr	From: Henrico County	0.76	21000	G	92%	1%	3%	1%	3%	0%	F	0.086	F	0.618	23000	G
	Tax	N	Nine Mile R	d		1—										
156 Airport Dr	Henrico County	1.86	16000	G	92%	1%	3%	1%	3%	0%	С	0.104	F	0.598	17000	G
	To- From:	1.00	I-295		070/	]	40/	40/	40/	00/		0.400		0.704	0.400	
156 Airport Dr	Henrico County	1.09	6000	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.724	6400	G
	From:		over County rico County													
156 Cold Harbor Rd	Hanover County	0.58	4700	F	97%	0%	1%	1%	1%	0%	С	0.107	F	0.839	5100	F
	To: From:		630 Market			}										
Cold Harbor Rd	Hanover County	2.69	1400	G	97%	0%	1%	1%	1%	0%	F	0.114	F	0.643	1500	G
October to Del	To: From:		Beulah Chu		000/		40/	00/	00/	00/		0.404		0.000	0700	
156 Cold Harbor Rd	Hanover County	1.28	3400	G	99%	0%	1%	0%	0%	0%	С	0.104	F	0.623	3700	G
	From:		8 Wyatt Hou		000/		40/	00/	00/	00/		0.405	_	0.000	4000	
Cold Harbor Rd	Hanover County	1.67	4500	G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.638	4900	G
(156) Cold Harbor Rd	Hanover County	42-6 1.22	15 Creighto <b>7900</b>	n Rd <b>G</b>	99%	0%	1%	0%	0%	0%	F	0.105	F	0.524	8600	G
156 Cold Harbor Ku	Transver County				9970	7	1 /0	0 /0	0 /0	0 /6	'	0.105	'	0.524	8000	G
Cold Harber Dd	To: From:		43 Lee Dav		99%	0%	40/	00/	0%	0%	F	0.400	F	0.000	0200	G
Cold Harbor Rd	Hanover County	0.85	8600	G	99%	0%	1%	0%	0%	0%	г	0.106	г	0.623	9300	G
156 Cold Harbor Rd	Hanayar Caunty	1.48	I-295 <b>11000</b>	G	99%	00/	0%	00/	00/	0%		0.114	F	0.670	12000	G
156 Cold Harbor Rd	Hanover County		Bus Mecha		99%	0% 7	0%	0%	0%	0%	С	0.114	Г	0.679	12000	G
-	From:					<del>!</del>										
Bypas (156) (106)	Prince George County	1.09	R 106 & 15 <b>5600</b>	G	85%	<b>」</b> 1%	0%	1%	13%	0%	F	0.087	F	0.53	6100	G
130/100/	To:		74-609			٦		.,.	,.	- / -	-		-			
Bypas	From:															
156 106	Prince George County	3.47	3600	G	85%	1%	0%	1%	13%	0%	С	0.091	F	0.516	3900	G
	10.		56 East of F			<u> </u>										
Ocalina Dd	From:		Patterson A		000/		40/	00/	00/	00/	_	0.405	_	0.500	00000	_
157 Gaskins Rd	Henrico County	0.82	21000 Duioccasin R	G	99%	0% 7	1%	0%	0%	0%	F	0.105	F	0.563	23000	G
	From:		Gaskins Rd													
(157) Quioccasin Rd	Henrico County	0.63	17000	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.597	18000	G
	To:	P	emberton R	ld.												
	From:		Quioccasin R			<b>」</b>					_		_			_
Pemberton Rd	Henrico County	1.47	11000	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.602	11000	G
	To- From:		ree Chopt l													
Pemberton Rd	Henrico County	1.17	14000	G	99%	0%	1%	0%	0%	0%	С	0.114	F	0.627	14000	G
	To:	US	250; Broad	l St												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

20000	QW G G
20000	
	G
	G
5300	G
5900	F
6400	F
1000	F
1000	N
1000	N
5100	F
1200	G
1600	G
480	F
480	N
27000	G
13000	G
14000	G
	480 27000 13000

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and interst					Trı	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Bells Rd			1										
161 Belt Blvd	City of Richmond	0.84 <b>4500</b>	G	90%	1%	2%	2%	5%	0%	F	0.086	F	0.6	4800	G
	To- From:	Terminal A			}—										
161) Belt Blvd	City of Richmond	0.98 <b>7000</b>	G	90%	1%	2%	2%	5%	0%	F	0.088	F	0.611	7400	G
	To: From:	SR 10 W; Broad F SR 10 Broad Ro													
161) (10) Broad Rock Blvd	City of Richmond	0.43 <b>19000</b>	G	95%	1%	2%	0%	0%	0%	F	0.084	F	0.742	20000	G
	To:	N RT 10													
Dalf Blad	From:	SR 10 E; Broad F		000/		00/	00/	40/	00/	0	0.004	_	0.507	40000	_
161 Belt Blvd	City of Richmond	0.30 <b>15000</b>	G	96%	1% _	2%	0%	1%	0%	С	0.084	F	0.537	16000	G
	From:	US 360 Hull		000/		40/	00/	00/	40/		0.000		0.500	04000	_
161 Belt Blvd	City of Richmond	0.87 19000	G	93%	1%	1%	2%	3%	1%	С	0.086	F	0.563	21000	G
	Ta: From:	US 60 Midlothia		/	<u> </u>										
161 Westover Hills Boulevard	City of Richmond	0.92 <b>20000</b>	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.575	21000	G
	To: From:	Forest Hill A			]										
161) Westover Hills Blvd	City of Richmond	0.40 <b>15000</b>	G	98%	1%	1%	0%	0%	0%	F	0.118	F	0.697	15000	G
	To: From:	Evelyn Byrd			]										
161) Nickel Bridge	City of Richmond	0.90 <b>16000</b>	G	99%	0%	0%	0%	0%	0%	F	0.112	F	0.693	17000	G
<u> </u>	Ta: From:	Shirley Lan			]										
161) Park Drive	City of Richmond	0.43 <b>14000</b>	G	99%	0%	0%	0%	0%	0%	С	0.114	F	0.703	15000	G
<u> </u>	Ta: From:	Rugby Rd			]										
161 Blanton Ave	City of Richmond	0.22 13000	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.681	14000	G
	To	Grant St			1										
161 Boulevard	City of Richmond	0.38 <b>12000</b>	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.601	13000	G
	To:	SR 147 Cary	St		<b>—</b>										
161 Boulevard	City of Richmond	0.84 17000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.545	18000	G
	Tax	US 33; US 250 B	road St		<b>1</b> —										
161)Boulevard	City of Richmond	1.05 <b>25000</b>	G	95%	1%	2%	1%	1%	0%	С	0.084	F	0.635	26000	G
	Tax	I-95			<b>1</b>										
161)Boulevard	City of Richmond	0.12 <b>14000</b>	G	95%	<b>1</b> %	1%	1%	2%	0%	F	0.092	F	0.556	15000	G
	To	Westwood A													
161) Hermitage Rd	From: <b>L</b> City of Richmond	1.27 <b>9600</b>	G	97%	0%	2%	0%	0%	0%	С	0.109	F	0.683	10000	G
101)	To:				7	_,,		-,-	-,-	_		•			
161) Hermitage Rd	City of Richmond	0.20 <b>16000</b>	G	96%	0%	2%	0%	1%	0%	F	0.098	F	0.557	17000	G
101)	only of Monimona			0070	7	<b>-</b> /0	<b>3</b> /0	1 /0	<b>U</b> /0	'	0.000	•	0.001	17000	J
161) Lakeside Ave	Henrico County	NCL Richmo 0.35 <b>16000</b>	ond <b>G</b>	96%	0%	2%	0%	1%	0%	С	0.099	F	0.574	17000	G
161 Lakeside Ave	Herrico County			90%	U%	∠70	U70	1 70	U 70	C	0.099		0.374	17000	G
	To: From:	Dumbarton I		0601		001	001	467	001		0.00=		0.500	4,000	
161 Lakeside Ave	Henrico County	0.93 <b>14000</b>	G	96%	0%	2%	0%	1%	0%	F	0.097	F	0.569	14000	G
	10:	SR 356 Hillian	u Ka		1										

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	عاد المداله داسانا	-المصمدا	AADT	04	4T:	Dire		Tru	ıck		00	K	OV	Dir	A A)A/DT	014
Route	Jurisdiction	Length			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(161) Hilliard Rd	Henrico County	0.74	akeside Ave 7700	G	96%	】 1%	2%	0%	1%	0%	С	0.106	F	0.657	8100	G
161) 1 11111111111111111111111111111111	To:		S 1; Brook R	_	30 70	1	270	0 70	170	0 70		0.100	'	0.007	0100	0
	From:	ECI	L Williamsbu	urg												
162	York County	0.17	18000	G	96%	1%	2%	1%	1%	0%	С	0.084	F	0.549	20000	G
<u> </u>	To:		SR 143													
164) Western Freeway	City of Suffolk (Maint: 61)	0.84	17 Bridge Ro <b>9500</b>	oad <b>G</b>	95%	J 0%	0%	1%	3%	0%	F	0.092	F	0.787	11000	G
164) Western Freeway	Ta-	0.04	I-664		0070	¬	070	170	070	070	'	0.002		0.707	11000	
164) Western Freeway	City of Suffolk (Maint: 61)	0.64	19000	G	95%	0%	0%	1%	3%	0%	F	0.089	F	0.502	21000	G
,	To-		135 College	Dr												
164) Western Freeway	City of Suffolk (Maint: 61)	0.02	32000	F	94%	0%	1%	2%	3%	0%	С	0.091	F	0.51	36000	F
	To- Econ-		CL Portsmou	th												
(164) Western Freeway	City of Portsmouth (Maint: 64)	0.88	ECL Suffolk 32000	F	94%	J 0%	1%	2%	3%	0%	С	0.091	F	0.51	36000	F
104) 11 setem 1 setted	To-		owne Point R				.,,		0,0	0,70		0.00.	•	0.0.		
164) Western Freeway	From: City of Portsmouth (Maint: 64)	4.07	22000	<b>A</b>	95%	0%	0%	1%	3%	0%	С	0.099	Α	0.604	25000	Α
,	To:	East End of	Western Free	eway Br	idge	1										
	From:	BUS US 17 C														
165) Cedar Rd	City of Chesapeake	2.40	13000	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.585	14000	G
	To- From:		West Rd			<del>] </del>							_			_
165 Cedar Rd	City of Chesapeake	1.29	11000	G	98%	1% -	1%	0%	0%	0%	F	0.089	F	0.604	12000	G
Codes Dd	To- From:		R 104 Domin			00/	40/	00/	00/	00/		0.007		0.550	24000	
165 Cedar Rd	City of Chesapeake	0.28	22000	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.552	24000	G
165) Cedar Rd	City of Chesapeake	2.01	s Mill Rd W 22000	est <b>G</b>	98%	0%	1%	0%	0%	0%	F	0.088	F	0.553	24000	G
165 Cedai Nu	City of Chesapeake				90 /0	U /0 <b>7</b>	1 /0	0 /0	0 /6	0 /0	'	0.000	'	0.555	24000	G
165) Cedar Rd	City of Chesapeake	1.73	8 Bells Mill l 23000	Rd East <b>G</b>	98%	0%	1%	0%	0%	0%	F	0.076	F	0.506	25000	G
103) 3333. 143	To-		168 Battlefie				.,,	0,70	• 70	0,70	•	0.0.0	•	0.000		
Bus Dette field Divid	From:				000/	<b>J</b>	40/	40/	40/	00/	0	0.077	F	0.547	22000	0
165 168 Battlefield Blvd	City of Chesapeake	0.26	31000	G	98%	0%	1%	1%	1%	0%	С	0.077	г	0.517	33000	G
165) Mt Pleasant Rd	City of Chesapeake	BUS SR 0.75	168 Battlefie	eld Blvd <b>G</b>	97%	0%	1%	2%	1%	0%	F	0.092	F	0.579	19000	G
165 With leasant Nu	City of Chesapeake				<i>31 /</i> 0	70	1 /0	∠ /0	1 /0	U /0	ı	0.032	ı	0.518	19000	G
165) Mt Pleasant Rd	City of Chesapeake	SR 168 0 2.57	Great Bridge 17000	Bypass <b>G</b>	97%	0%	1%	2%	1%	0%	С	0.093	F	0.562	19000	G
105) 1000011.110	To-					7	1 /0	£ /0	1 /0	<b>U</b> /0	5	0.000	'	0.002	10000	J
165) Mt Pleasant Rd	City of Chesapeake	4.53	Centerville T	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.518	11000	G
100)	Ta-						. 70	. , ,	. 70				•	3.3.0		
165) Mt Pleasant Rd	City of Chesapeake	0.91	Fentress Air 9700	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.579	10000	G
100)	To		Virginia Be			7		, -		- , -	٠					_

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		L Chesapeake												
165 North Landing Rd	City of Virginia Beach	1.49	10000 F	98%	0%	2%	0%	0%	0%	F	0.101	F	0.625	11000	F
<u> </u>	To- From:	134-8	8667 Salem Rd												
165 North Landing Rd	City of Virginia Beach		11000 F	98%	0%	2%	0%	0%	0%	С	0.092	F	0.619	12000	F
	To:		Princess Anne Ro	i											
165) Princess Anne Rd	City of Virginia Beach		th Landing Rd 21000 F	98%	0%	2%	0%	0%	0%	F	0.086	F	0.65	23000	F
163) 1 1110033 7 11110 1 1 1	Oity of Virginia Boach					270	070	070	070	•	0.000	•	0.00	20000	•
165) Princess Anne Rd	City of Virginia Beach		am Neck Rd <b>50000 F</b>	98%	1%	1%	0%	0%	0%	С	0.083	F	0.526	54000	F
165 Time Nu	City of Virginia Beach			30 /0	1 70	1 70	0 70	070	0 70	C	0.003	'	0.520	34000	'
Drivers Anna Bri	Ta- From:		rrell Parkway	000/	40/	40/	00/	00/	00/		0.000	_	0.044	05000	
Princess Anne Rd	City of Virginia Beach	0.69	32000 F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.611	35000	F
	To- From:		40 Providence Rd		<u> </u>					_					_
165 Princess Anne Rd	City of Virginia Beach	1.07	25000 F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.594	27000	F
	To- From:	134-7	7837 Edwin Dr												
165) Princess Anne Rd	City of Virginia Beach	1.19	32000 F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.63	35000	F
<u> </u>	To- From:	SR 190	) Kempsville Rd												
165) Princess Anne Rd	City of Virginia Beach	1.62	25000 F	99%	0%	1%	0%	0%	0%	С	0.09	F	0.626	27000	F
	To	134-873	30 Cheyenne Rd												
165) Princess Anne Rd	City of Virginia Beach	0.31	26000 F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.649	29000	F
$\smile$	To:		folk; Newtown R												
Marsas illa Dd	From:	WCL Virginia Be				40/	00/	00/	00/	0	0.000	_	0.000	22000	_
Kempsville Rd	City of Norfolk	1.00	21000 F	99%	0%	1%	0%	0%	0%	С	0.089	F	0.633	23000	F
	To- From:		irginia Beach Blv			40/	201	201			2 122	_		10000	
165 Kempsville Rd	City of Norfolk	1.70	12000 F	99%	0%	1%	0%	0%	0%	F	0.102	F	0.503	13000	F
	To- From:		hampton Blvd												
165 (13) (166) Northampton Blvd	City of Norfolk		48000 N	97%	1%	1%	0%	1%	0%	N	0.073	N	0.526	53000	N
	From:		R 166 US13 R 166; US13												
165) Military Hwy North	City of Norfolk		49000 F	98%	1%	1%	0%	1%	0%	F	0.087	F	0.541	53000	F
103)	Ta				¬ ```	.,.		.,,	- , ,	•		-			-
165) Military Hwy North	City of Norfolk	0.60	I-64 <b>30000 F</b>	98%	1%	1%	0%	1%	0%	F	0.094	F	0.546	33000	F
165) William Y TWY TOTAL	ony or Horion					170	070	170	070	•	0.004	•	0.040	00000	•
Military I hay North	City of Norfolk		Azalea Garden Ro 27000 F	98%	1%	1%	0%	1%	0%	С	0.088	F	0.544	20000	F
Military Hwy North	City of Norfolk			96%	170	170	0%	170	0%	C	0.000	Г	0.541	30000	Г
DATE: II N. II	To- From:		7 Norview Ave	000/	40/	40/	00/	40/	00/		0.070		0.505	20222	
165 Military Hwy North	City of Norfolk	1.65	30000 F	98%	1%	1%	0%	1%	0%	F	0.079	F	0.535	32000	F
	To- From:		Little Creek Rd		_			46:							
165) Little Creek Rd	City of Norfolk	0.12	42000 F	96%	1%	2%	1%	1%	0%	F	0.079	F	0.506	46000	F
	To- From:		Chesapeake Blve												
165) Little Creek Rd	City of Norfolk		26000 F	98%	0%	1%	0%	1%	0%	С	0.084	F	0.582	29000	F
$\smile$	To:	Tidewater	& Sewells Point	Rd											

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Desta	E. C. P. C.	1 "	4457	٠.	4.T.	_		Tru	ıck			K	011	Dir	A A) A ( D =	
Route	Jurisdiction	•	AADT		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:		r & Sewells			]	201	40/	407	201						_
Little Creek Rd	City of Norfolk	0.86	28000	F	96%	1%	2%	1%	1%	0%	F	0.088	F		30000	F
	To- From:		I-64			<del>]</del>										
165 Little Creek Rd	City of Norfolk	0.36	35000	F	96%	1%	2%	1%	1%	0%	F	0.075	F	0.534	38000	F
	To- From:		460 Granby	_		]										
165) Little Creek Rd	City of Norfolk	1.19	22000	F	98%	1%	1%	0%	0%	0%	С	0.084	F	0.542	24000	F
	To- From:		Diven St			]										
165 Little Creek Rd	City of Norfolk	0.78	15000	F	98%	1%	1%	0%	0%	0%	F	0.090	F	0.585	16000	I
<u></u>	To:	SR 3:	37 Hampton	Blvd												
	From:		R 104 Domi			J					_		_			
166 Bainbridge Blvd	City of Chesapeake	2.05	4000	G	87%	1%	2%	6%	5%	0%	F	0.102	F	0.616	4400	(
	From	SR 190	Great Brid			_										
166 Bainbridge Blvd	City of Chesapeake	0.69	8300	G	87%	1%	2%	6%	5%	0%	С	0.094	F	0.530	9100	(
	To: From:		13 Military			-										
166) 460 Bainbridge Blvd	City of Chesapeake	1.99	11000	G G	97%	<b>」</b> ○%	1%	1%	1%	0%	F	0.079	F	0.547	11000	
Bainbridge Blvd	only of officeapeane				01 70	7	170	170	170	070	•	0.070	•	0.047	11000	
Painhridge Plyd	City of Chesapeake	0.81	hesapeake I <b>9600</b>	Or <b>G</b>	97%	0%	1%	1%	1%	0%	С	0.077	F	0.575	10000	
Bainbridge Blvd	Tay Of Chesapeake		37 Poindex		9170	7	1 70	1 70	170	0%	C	0.077	Г	0.575	10000	,
	From:		ainbridge Bl													
166 (460) Poindexter St	City of Chesapeake	0.56	9200	G	96%	0%	1%	1%	2%	0%	С	0.099	F	0.622	10000	(
	Ta		Liberty St			1										
166)(460)22nd Street	City of Chesapeake	0.39	6500	G	97%	0%	2%	0%	0%	0%	С	0.11	F	0.725	7000	(
	To:		SCL Norfoll													
Miles an Del	From:		CL Chesapea		000/		40/	40/	00/	00/	_	0.000	_	0.040	0000	
166 460 Wilson Rd	City of Norfolk	0.65	8400 mpostella A	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.619	9200	
	From:	Ca	Wilson Rd	ive												
166)(460)(168) Campostella Rd	City of Norfolk	0.73	39000	F	96%	1%	1%	1%	2%	0%	F	0.099	F	0.700	43000	
	Too	1	Kimball Ter	т		1										
166)(460)(168)Brambleton Ave	City of Norfolk	0.30	44000	F	96%	1%	1%	1%	2%	0%	С	0.085	F	0.625	48000	
100) (100)	To	DDA	MBLETON	A V/E		1										
166) Park Ave	City of Norfolk	0.45	15000	F	98%	<b>-</b> 1%	1%	0%	0%	0%	С	0.096	F	0.589	17000	
100)1 GIN7 W	only of Horion					٦	170	070	070	070	Ū	0.000	•	0.000	17000	
166) Park Ave	City of Norfolk	0.14	8 Va Beach 13000	Blvd	98%	1%	1%	0%	0%	0%	F	0.083	F	0.507	14000	
166 Faik Ave	City of Norrolk				90%	170	1 70	070	070	0%	Г	0.063	Г	0.507	14000	
	To- From:		ncess Anne		000/		00/	40/	40/	00/		0.000		0.047	20222	_
Princess Anne Rd	City of Norfolk	0.65	19000	F	96%	1%	2%	1%	1%	0%	F	0.096	F	0.647	20000	ı
	To- From:		Ierrimac Av			}—										
166) Princess Anne Rd	City of Norfolk	0.30	19000	F	96%	1%	2%	1%	1%	0%	F	0.091	F	0.631	21000	ı
	To:	В	allentine Bl	vd												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	В	allentine Bl	vd		1		- 7 5 4 5				. 45151		. 4010.		
166 Princess Anne Rd	City of Norfolk	0.95	21000	В	96%	1%	2%	1%	1%	0%	С	0.097	Α	0.515	23000	В
	Tax	A7:	alea Garden	Rd		1										
166) Princess Anne Rd	City of Norfolk	1.46	23000	F	96%	1%	2%	1%	1%	0%	F	0.078	F	0.543	25000	F
100)	To:		13 Military	Hwy		7										
	From:	MI	LITARY H	WY												
166) (13) (165) Northampton E	Blvd City of Norfolk	0.10	48000	N	97%	1%	1%	0%	1%	0%	Ν	0.073	Ν	0.526	53000	Ν
	To:		Princess A													
North around an Dhad	City of Norfalls		65 Military		020/	00/	40/	20/	20/	00/	_	0.404	_	0.500	27000	_
166 13 Northampton Blvd	City of Norfolk	0.78	36000	F	93%	0%	1%	3%	2%	0%	С	0.101	F	0.532	37000	F
$\overline{}$	To: From:		I-64													
166 (13) Northampton Blvd	City of Norfolk	0.20	85000	F	95%	0%	2%	0%	3%	0%	F	0.079	F	0.598	89000	F
$\bigcirc$	To:		CL Virginia													
166 13 Northampton Blvd	City of Virginia Beach	0.95	64000	F F	95%	」 0%	2%	0%	3%	0%	F	0.077	F	0.529	66000	F
166 (13) Northampton Blvd	To:	0.95	US 13	-	9370	7	270	0 70	370	0 70	'	0.077	'	0.525	00000	•
	From:	US 13	Northampto	n Blvd												
166 Diamond Springs Rd	City of Virginia Beach	1.32	26000	F	97%	1%	1%	0%	1%	0%	С	0.082	F	0.605	29000	F
	To:	U	S 60 Shore l	Dr												
	From:	North (	Carolina Sta	te Line												
168 Battlefield Blvd	City of Chesapeake	1.79	21000	A	96%	0%	1%	1%	1%	0%	С	0.184	Α	0.554	19000	Α
100)	Te-		160 D #1 6	1101		7										
168 Toll Road	City of Chesapeake (Maint: 64)	6.11	168 Battlef	F F	96%	0%	1%	1%	1%	0%	F	0.099	F	0.654	65000	F
168) TOIL KOAU	City of Chesapeake (Maint. 04)	0.11	7 1000	Г	90 /6	0 /0	1 /0	1 /0	1 /0	0 /6	'	0.099	'	0.054	03000	'
	Ta: Fram:		nd Toll Roa			_										
168 Great Bridge Bypass	City of Chesapeake	1.76	71000	F	96%	0%	1%	1%	1%	0%	F	0.099	F	0.654	65000	F
	To- From:	BUS SR	168 Battlef	ield Blvd		<del> </del>										
168 Great Bridge Bypass	City of Chesapeake	0.20	22000	G	96%	0%	1%	1%	1%	0%	F	0.096	F	0.592	20000	G
	To:		Hanbury Rd			1										
168 Great Bridge Bypass	City of Chesapeake	1.50	42000	G	96%	0%	1%	1%	1%	0%	F	0.102	F	0.78	37000	G
108) Great Triage Typass	- F					7	. , 0	. , 0	.,,	0,0	•	00_	•	00	0.000	
One of Deider Brosses	From		55 Mt Pleasa		000/	-00/	40/	40/	40/	00/	_	0.004	_	0.004	50000	
168 Great Bridge Bypass	City of Chesapeake	2.49	57000	G	96%	0% <b>1</b>	1%	1%	1%	0%	F	0.091	F	0.691	50000	G
	From:		Bus Battlefi 168 Battlef													
168 Oak Grove Connector	City of Chesapeake	1.82	56000	G	96%	0%	1%	1%	1%	0%	F	0.089	F	0.641	49000	G
108) Gair Giore Germeeter	7. F					7	. , 0	. , 0	.,,	0,0	•	0.000	•	0.0	.0000	
	Ton- From:	0.00	I-64				4.6			-l :	L! 4					
168 64	City of Chesapeake (Maint: 64)	0.82	40000									s for this	segm	ient.	447000	
_	Combined Traffic Estimates for 2 Parallel Roadways			N	91%	0%	1%	1%	6%	0%	N	NA			117000	N
	From:		I-64; US 17 I-64													
168 Battlefield Blvd	City of Chesapeake	0.82	39000	Α	97%	<b>-</b> 0%	1%	1%	2%	0%	С	0.119	Α	0.515	42000	Α
(100) Battleriold Bive	oity of officoapeare		13 Military		31 /0	7 0 /0	1 /0	1 /0	2/0	0 /0	•	5.115	, ,	5.010	72000	, ,

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-		Primary and interstate r	toutco			Tou	ole			I/		Dir		
Route	Jurisdiction	Length AADT Q	4 4Tire	Bus	2Axle	3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	US 13 Military Hwy				0 / 5.00								
168 Battlefield Blvd	City of Chesapeake	0.47 <b>27000 G</b>	97%	0%	1%	1%	2%	0%	F	0.086	F	0.523	29000	G
	To- From:	Campostella Rd												
168 Atlantic Ave	City of Chesapeake	0.42 <b>19000 G</b>	97%	0%	1%	1%	2%	0%	F	0.094	F	0.604	20000	G
	To- From:	Providence Rd		J-										
168 Atlantic Ave	City of Chesapeake	1.16 <b>17000 G</b>	92%	1%	2%	2%	3%	0%	С	0.096	F	0.6	18000	G
	To: From:	Old Atlantic Avenue		<u> </u>										
168 Atlantic Ave	City of Chesapeake	0.39 <b>10000 G</b>	97%	0%	1%	1%	2%	0%	F	0.094	F	0.662	11000	G
	To: From:	SR 246 Liberty Rd												
168	City of Chesapeake	0.35 <b>20000 G</b>	97%	0%	1%	1%	2%	0%	F	0.09	F	0.643	21000	G
	Tro- From:	SCL Norfolk		<b>→</b>										
168 Campostella Rd	City of Norfolk	0.52 <b>22000 F</b>	97%	0%	1%	1%	2%	0%	F	0.086	F	0.603	24000	F
Occurrentelle Del	From:	SR 407 Indian River Ro			40/	40/	00/	00/	F	0.000	F	0.000	00000	
168 Campostella Rd	City of Norfolk	0.26 <b>28000 F</b> US 460 Wilson Rd	97%	0%	1%	1%	2%	0%	F	0.096	г	0.688	30000	F
	From:	Wilson Rd												
168 460 166 Campostella Rd	City of Norfolk	0.73 <b>39000 F</b>	96%	1%	1%	1%	2%	0%	F	0.099	F	0.700	43000	F
	To: From:	Kimball Terr												
168 460 166 Brambleton Ave	City of Norfolk	0.30 <b>44000 F</b>	96%	1%	1%	1%	2%	0%	С	0.085	F	0.625	48000	F
Decemblation Ave	To- From:	Park Ave 0.40 <b>33000 F</b>	96%		40/	40/	20/	0%	F	0.004	F	0.000	27000	F
168 460 Brambleton Ave	City of Norfolk		96%	1%	1%	1%	2%	0%	F	0.084	г	0.606	37000	F
168 Tidewater Dr	City of Norfolk	Brambleton Ave 0.31 <b>30000 F</b>	90%	0%	1%	5%	3%	0%	С	0.071	F	0.502	32000	F
168) Fidewater Di	City of Norioik				1 /0	370	370	0 /0	C	0.07 1	'	0.302	32000	'
(168) Tidewater Dr	City of Norfolk	US 58 Va Beach Blvd 0.89 <b>31000 F</b>		0%	1%	1%	1%	0%	F	0.069	F	0.540	33000	F
168 Tidewater Dr	City of Norioik		91 /0	<b>—</b> 070	1 70	1 70	1 /0	0 70	'	0.003	'	0.540	33000	'
168 Tiderwater Dr	City of Norfolk	Lindenwood Ave 0.81 <b>30000</b> F	97%	0%	1%	1%	1%	0%	F	0.074	F	0.526	32000	F
108) Fide Water Br	Tal		01 70	<b>—</b>	170	170	170	070	•	0.074	•	0.020	02000	•
168 Tiderwater Drive	City of Norfolk	Cromwell Dr 1.03 <b>34000</b> A	97%	0%	1%	1%	1%	0%	С	0.096	Α	0.516	37000	Α
108) 1103 1103	Te-		0.70	¬ ~~	.,,	. , ,	.,,	0,0		0.000	•	0.0.0	0.000	
168 Tidewater Dr	City of Norfolk	Norview Ave 1.15 <b>32000 F</b>	97%	0%	1%	1%	1%	0%	F	0.088	F	0.573	34000	F
100)	To	I-64			.,.	.,,	.,,		-		-			•
168 Tidewater Dr	City of Norfolk	0.56 <b>22000 F</b>	99%	0%	1%	0%	0%	0%	F	0.083	F	0.628	24000	F
	To	SR 165 Little Creek Ro				- 7 -								
168 Tidewater Dr	City of Norfolk	1.29 <b>14000 F</b>		0%	1%	0%	0%	0%	С	0.09	F	0.567	16000	F
	To	Bay View Blvd	/ •						-					
168 Tidewater Dr	From: L City of Norfolk	1.01 <b>11000</b> F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.513	12000	F
	To	US 460 Granby St												
<del></del>														

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### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT O	<b>A</b> 4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	
Notice				7 71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QΙ	Factor	77.10 I	Ų۷
168 Tidewater Dr	City of Norfolk	US 4 0.75	460 Granby St <b>6500</b> F	99%	<b>」</b> 0%	1%	0%	0%	0%	F	0.114	F	0.564	7100	F
168) Fidewaler Di	To:		Ocean View Ave		7 070	1 /0	0 76	0 /0	0 /0	•	0.114	'	0.304	7 100	'
Bus	From:		SR 168												
168 Battlefield Blvd	City of Chesapeake	2.70	11000 G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.629	12000	G
Bus	To- From:	Ind	lian Creek Rd		]										
168 Battlefield Blvd	City of Chesapeake	1.55	15000 G	96%	0%	1%	1%	1%	0%	F	0.089	F	0.570	15000	G
Bus	To: From:	Cer	nterville Tnpk		]										
168 Battlefield Blvd	City of Chesapeake	3.78	15000 G	96%	0%	1%	1%	1%	0%	F	0.098	F	0.512	17000	G
Bus	To- From:	Great	t Bridge Bypass		]										
168 Battlefield Blvd	City of Chesapeake	1.98	7300 G	98%	0%	1%	1%	1%	0%	F	0.082	F	0.638	7900	G
	To:		th; Mount Pleasa												
Bus 168 165 Battlefield Blvd	City of Chesapeake	SR 165 Sout 0.26	th; Mount Pleasa		<b>⅃</b> 0%	1%	1%	1%	0%	С	0.077	F	0.517	33000	G
168 Annual Battlefield Blvd	City of Chesapeake				U%	1 70	170	170	070	C	0.077	Г	0.517	33000	G
Bus	From:		North; Cedar Ro												
168 Battlefield Blvd	City of Chesapeake	1.24	34000 G	98%	0%	1%	1%	1%	0%	F	0.074	F	0.51	36000	G
Bus	To: From:	SR 190	Great Bridge Blv	/d	_										
168 Battlefield Blvd	City of Chesapeake	0.17	34000 G	98%	0%	1%	1%	1%	0%	F	0.082	F	0.522	37000	G
Bus	To- From:	SR 168 C	Great Bridge Byp	ass	]										
168 <i>)</i>	City of Chesapeake	2.72	42000 G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.638	45000	G
	To:	I-	-64; SR 168												
	From:	SR	143 Mellen St												
169 143 Mallory St	City of Hampton	0.07	9900 N	95%	1%	2%	1%	0%	0%	N	0.079	N	0.604	11000	Ν
	To: From:		143 County St		<del></del>										
169 Mallory St	City of Hampton	0.15	9900 G	95%	1%	2%	1%	0%	0%	F	0.079	F	0.604	11000	G
	To: From:		8 Mercury Blvd		<del>]</del>							_			
169 Mallory St	City of Hampton	1.95	7600 G		1%	2%	1%	0%	0%	С	0.088	F	0.636	8000	G
	From:		E; Pembroke Av IBROKE AVE	ve											
169)(351) Pembroke Ave	City of Hampton	0.60	3200 G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.608	3400	G
	Ta	PEM	IBROKE AVE												
	From:		W; Pembroke A			407	201	201	00/			_			_
Old Buckroe Rd	City of Hampton	1.37	7200 G	97%	1%	1%	0%	0%	0%	С	0.099	F	0.739	7600	G
	From:		Fox Hill Rd d Buckroe Rd		1										
169) Fox Hill Rd	City of Hampton	1.08	14000 G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.615	15000	C
<u></u>	To- From:	Wo	oodland Road		]										
169) Fox Hill Rd	City of Hampton	0.88	22000 G	i 97%	1%	1%	1%	1%	0%	С	0.089	F	0.566	24000	G
	To:	Cle	mwood Pkwy												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deste			AADT C:	4			Tru	ıck			K	011	Dir	A A)A/D=	0147
Route	Jurisdiction	Length		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Envilling .	From:		mwood Pkwy	070/	10/	40/	40/	40/	00/	F	0.000	F	0.754	20000	•
169 Fox Hill Rd	City of Hampton		28000 G 8; Mercury Blvd	97%	1% ¬	1%	1%	1%	0%	F	0.098	F	0.751	30000	G
	From:		N Military Hwy												
170 Little Creek Rd	City of Norfolk		30000 F	97%	<b>→</b> 0%	1%	1%	1%	0%	F	0.077	F	0.515	32000	F
170	To		alprin Drive		٦										
170 Little Creek Rd	City of Norfolk		29000 F	92%	0%	1%	4%	2%	0%	С	0.087	F	0.513	31000	F
	To-	SR 192 A	Azalea Garden Ro	i	<b>7</b>										
170 Little Creek Rd	City of Norfolk		24000 F	97%	0%	1%	1%	1%	0%	F	0.082	F	0.512	26000	F
<u> </u>	To:	US 6	0 Shore Drive												
	From:	SR 143	3 Jefferson Ave		j										
171 Oyster Point Rd	City of Newport News	0.70	48000 G	96%	0%	2%	1%	1%	0%	С	0.085	F	0.502	51000	G
	To- From:	121-1	12 Canon Blvd		]—										
(171) Oyster Point Rd	City of Newport News	0.17	51000 G	96%	0%	2%	1%	1%	0%	F	0.089	F	0.575	54000	G
	To- From:		I-64		]—										
(171) Victory Blvd	City of Newport News		49000 G	96%	0%	1%	1%	1%	0%	С	0.092	F	0.636	52000	G
	To: From:		County Line Newport News												
171 Victory Blvd	York County		46000 G	97%	0%	1%	1%	1%	0%	С	0.082	F	0.549	48000	G
	To	US 17 George	Washington Men	n Huzy	٦										
(171) Victory Blvd	York County		19000 G	96%	0%	2%	0%	1%	0%	F	0.086	F	0.603	20000	G
,	To:	WC	CL Poquoson												
Windows Dhad	From:		County Line	000/		00/	00/	40/	00/	_	0.000	_	0.550	44000	0
171 Victory Blvd	City of Poquoson		13000 G	96%	0%	2%	0%	1%	0%	С	0.092	F	0.559	14000	G
Lima Flarida Dd	From:		Wythe Creek Rd			20/	00/	40/	00/	F	0.000	F	0.040	14000	
Little Florida Rd	City of Poquoson		13000 G	96%	0%	2%	0%	1%	0%	r	0.096	Г	0.646	14000	G
Little Floride Dd	From:		Far Street 9300 G	96%	0%	2%	0%	1%	0%	F	0.1	F	0.004	0000	G
171 Little Florida Rd	City of Poquoson	0.44		90%	U% -	270	0%	170	U%	Г	0.1	Г	0.664	9900	G
(171) Poquoson Ave	City of Poquoson		quoson Ave 8600 G	95%	1%	2%	1%	1%	0%		0.105	F	0.505	9100	G
171 Poquoson Ave	City of Poquosori	0.50		95%	170	270	170	170	U%	С	0.105	Г	0.585	9100	G
Derwees Ave	City of Dogwood		Bunting Rd	050/	40/	20/	40/	40/	00/		0.000	F	0.555	4000	
Poquoson Ave	City of Poquoson	0.91	4400 G	95%	1%	2%	1%	1%	0%	F	0.099	Г	0.555	4600	G
Doguesen Ave	City of Dogwood		7050 Ridge Rd	050/	10/	20/	10/	10/	00/	F	0.000	F	0.572	2400	
Poquoson Ave	City of Poquoson	1.00	Messick Rd	95%	1% 7	2%	1%	1%	0%	Г	0.098	Г	0.573	3400	G
	From:	Poo	quoson Ave		1										
(171) Messick Rd	City of Poquoson	1.27	1600 G	96%	1%	2%	1%	1%	0%	С	0.095	F	0.553	1700	G
	To-	N	Messick Pt		<u> </u>										
	From:		Magruder Blvd	0=0/		201	40/	407	201	_	0.105	_		1000	
172 Cmdr Sheppard Blvd	City of Hampton	0.61	9700 G	97%	0%	2%	1%	1%	0%	F	0.129	F	0.784	10000	G
<u> </u>	To:		mistead Ave		1										

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

Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
Touc	From:		rmistead Ave	-	71110	T Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QW
(172) Cmdr Sheppard Blvd	City of Hampton	0.42	19000	G	97%	0%	2%	1%	1%	0%	С	0.102	F	0.544	20000	G
<u>~</u>	To: From:	NA	SA Main Gat	te		}—										
N. Armistead Ave	City of Hampton	0.85	14000	G	97%	0%	1%	0%	1%	0%	С	0.099	F	0.716	15000	G
172) Wythe Creek Rd	City of Hampton	1.03	mple Farm Ro 17000	d G	97%	0%	1%	0%	1%	0%	F	0.100	F	0.885	18000	G
172) 11 yang didak na	To:		CL Poquoson		0.70	7	1,0	0,0	170	070	·	0.100	•	0.000	10000	Ü
	From:	N	CL Hampton													
Wythe Creek Rd	City of Poquoson	0.02	14000	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.686	15000	G
	Ta: From:		Alphus St			_										
Wythe Creek Rd	City of Poquoson	1.06	16000	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.630	17000	G
172 Wythe Creek Rd	City of Poquoson	0.24	71 Little Fla 1 14000	Rd <b>G</b>	97%	0%	1%	1%	1%	0%	F	0.095	F	0.607	14000	G
	To:		Hudgins Rd			1										
172 Wythe Creek Rd	City of Poquoson	0.62	8700	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.630	9300	G
172)	To:		oquoson Ave			7				-,-	-		-			_
	From:	1	Moyer Drive													
173 Denbigh Blvd	City of Newport News	0.53	4700	G	96%	1%	2%	0%	1%	0%	С	0.095	F	0.648	5000	G
170	To:	C	atalina Drive													
	From:		Catalina Dr			J							_			
173 Denbigh Blvd	City of Newport News	0.74	12000	G	98%	0%	1%	1%	0%	0%	С	0.094	F	0.61	13000	G
	To: From:	Lı	ıcas Creek Rd			]										
173 Denbigh Blvd	City of Newport News	0.55	20000	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.647	21000	G
	To: From:	US 6	0 Warwick B			}—										
173 Denbigh Blvd	City of Newport News	1.14	38000	G	97%	0%	1%	1%	1%	0%	С	0.082	F	0.569	40000	G
	To: From:	SR 14	43 Jefferson A	Ave		_										
(173) Denbigh Blvd	City of Newport News	1.32	31000	G	96%	1%	2%	0%	1%	0%	С	0.095	F	0.607	33000	G
	To:		rk County Lin													
(173) Denbigh Blvd	York County	2.18	Newport Ne 15000		98%	<b>0</b> %	1%	1%	0%	0%	С	0.402	Α	0.594	16000	۸
173 Deribigii Biva	Fork County			Α	96%	U%	170	170	U%	0%	C	0.102	А	0.594	16000	Α
	To: From:		7 GW Mem F	_	000/	-00/	40/	40/	00/	00/		0.007	_	0.504	44000	
173 Goodwin Neck Rd	York County	1.05	10000	G	93%	0%	4%	1%	2%	0%	С	0.087	F	0.564	11000	G
	To- From:		30 Wolf Trap			<del>}</del>										_
(173) Goodwin Neck Rd	York County	1.10	3500	G	93%	0%	4%	1%	2%	0%	F	0.109	F	0.588	3600	G
	To- From:		8 Back Creek		2051	<u></u>		461	061	051					4===	
(173) Goodwin Neck Rd	York County	2.23	1600	G	93%	0%	4%	1%	2%	0%	F	0.088	F	0.537	1700	G
	To:		of Tampico St	tıllwate	r La	<u> </u>										
	From:		US 220 Bus			]		461	461	05.						
174	Henry County	1.45	13000	F	97%	1%	1%	1%	1%	0%	С	0.107	F	0.630	15000	F
	To:		44-1172			<u> </u>										

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

		1 milary and				_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
174	Henry County		44-1172 <b>13000</b>	F	97%	1%	1%	1%	1%	0%	F	0.093	F	0.558	14000	F
174	Henry County	1.72	SR 108 <b>15000</b>	F	97%	1%	1%	1%	1%	0%	F	0.090	F	0.592	15000	F
174 Liberty St	City of Martinsville		Martinsvi 16000	ille <b>F</b>	97%	1%	1%	1%	2%	0%	F	0.091	F	0.550	18000	F
174 Liberty St	City of Martinsville		Inman St 17000	F	97%	1%	1%	1%	2%	0%	F	0.089	F	0.556	18000	F
174 Liberty St	City of Martinsville	0.60	earview Dr	F	97%	1%	1%	1%	2%	0%	С	0.092	F	0.531	11000	F
$\overline{}$	From:	US 13	Nashs Co	rner	000/		40/	40/	40/	00/		0.445		0.000	0000	
175	Accomack County	1.65	<b>7900</b>	Α	96%	0% ]	1%	1%	1%	0%		0.115	A 	0.606	8000	A 
175	Accomack County	1.87	<b>6700</b> 01-798	G	96%	0% ]——	1%	1%	1%	0%	F	0.104	F	0.665	6700	G
175	Accomack County	4.86 WCL	Chincotea	G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.590	6100	G
175	Town of Chincoteague (Maint: 01)	2.11 90-1623 CI	6000 hincoteague	<b>G</b> e Main S	96% St	0%	1%	1%	1%	0%	F	0.098	F	0.57	6000	G
176	Town of Parksley (Maint: 01)	0.38	SR 316 <b>3600</b>	G	96%	1%	1%	0%	1%	0%	С	0.111	F	0.59	3700	G
176	Accomack County	2.20	CL Parksley <b>3500</b> North of Pa	G	96%	1%	1%	0%	1%	0%	F	0.097	F	0.52	3600	G
177)	Montgomery County		S 60-600 10000	G	96%	0%	2%	0%	1%	0%	С	0.086	F	0.546	10000	G
177) Tyler Ave	City of Radford	SCL R: 0.86	adford; Roc	ck Rd	96%	0%	2%	0%	1%	0%	F	0.095	F	0.590	7800	G
(177) Tyler Ave	City of Radford		uburn Ave	G	97%	0%	2%	0%	1%	0%	С	0.092	F	0.593	12000	G
177) Tyler Ave	City of Radford		Adams St 11000	G	98%	0%	0%	1%	0%	0%	С	0.086	F	0.509	12000	G
	To- From:	Ţ	1 Norwood JS 13 Bus			<u>1</u> J										
178	Town of Exmore (Maint: 65)		3000 Belle Hav		97%	1%	1%	0%	1%	0%	F	0.092	F	0.510	2900	G
178	Town of Belle Haven (Maint: 65)	0.35	3000 ack County	N	97%	] 1% ]	1%	0%	1%	0%	N	0.092	N	0.510	2900	N

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
470	Town of Belle Haven (Maint: 01)	Northha 1.72	mpton Cour	nty Line <b>G</b>	97%	1%	1%	0%	1%	0%	F	0.094	F	0.641	2100	G
178	Town of Belle Haven (Maint. 01)		L Belle Ha		91 /0	1 /0 	1 /0	0 76	1 /0	0 70	1	0.094	'	0.041	2100	
178	From: Accomack County	2.67	2100	N	97%	1%	1%	0%	1%	0%	N	0.094	N	0.641	2100	N
	To- From:		01-615													
178	Accomack County	4.33	1200	G	97%	1%	1%	0%	1%	0%	С	0.094	F	0.583	1200	G
	To- From:	2.00	S SR 180		070/		40/	00/	40/	00/	_	0.400	_	0.540	0.400	
178 180	Accomack County	0.03	2100	G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.519	2100	G
170	Accomack County	1.90	N SR 180 <b>1700</b>	G	97%	1%	1%	0%	1%	0%	F	0.103	F	0.578	1700	G
178	To:		NE of Pung		0.70	]	. , ,	0,70	.,,		•		•	0.0.0		
	From:		01-1023													
179	Town of Onancock (Maint: 01)	0.36	5400	G	98%	0%	1%	1%	0%	0%	F	0.102	F	0.507	5400	G
470	Town of Onancock (Maint: 01)	1.16	S 01-658 <b>6000</b>	G	98%	0%	1%	1%	0%	0%	С	0.104	F	0.518	6000	G
179)	Town of Chancock (Maint. 01)	1.10	SR 126		3070	7	170	1 70	070	070		0.104	· ·	0.510	0000	
179 179 179	From: Town of Onancock (Maint: 01)	0.09	7000	G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.522	7100	G
	Ta- From:	W	CL Onanco	ck		]										
(179)	Accomack County	0.69	7000	N	98%	0%	1%	1%	0%	0%	N	0.098	N	0.522	7100	N
	To- Fram:		WCL Onley		000/	]	40/	40/	00/	00/		0.000		0.500	7400	
179	Town of Onley (Maint: 01)	0.64	<b>7000</b> US 13 Bus	N	98%	0% 7	1%	1%	0%	0%	N	0.098	N	0.522	7100	N
	From		End of Route			1										
180	Accomack County	3.06	800	G	95%	1%	2%	0%	1%	0%	F	0.096	F	0.660	800	G
	To- From:		S SR 178			<del></del>										
180 178	Accomack County	0.03	2100	G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.519	2100	G
190	Accomack County	2.89	N SR 178 <b>720</b>	G	95%	1%	2%	0%	1%	0%	С	0.088	F	0.597	720	G
180	To-		WCL Keller					070	170	070		0.000	<u>'</u>	0.007	720	
180	Town of Keller (Maint: 01)	0.46	720	N	95%	1%	2%	0%	1%	0%	N	0.088	Ν	0.597	720	Ν
	To: From:	Ţ	JS 13 South S US 13	ı												
180) (13)	Town of Keller (Maint: 01)	0.45	19000	G	92%	1%	2%	0%	5%	0%	F	0.081	F	0.524	18000	G
	To		CL Keller			7										
180 (13)	Accomack County	0.01	19000	N	92%	1%	2%	0%	5%	0%	Ν	0.081	Ν	0.524	18000	Ν
	To- Fram		S 13 NORT			]										
(180)	Accomack County	4.07	1000	G	95%	1%	2%	0%	1%	0%	F	0.088	F	0.592	1000	G
	10.	wCl	L Wachapre	ague		1										

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

		Timaly and intersi			_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
180	Town of Wachapreague (Maint: 01)	WCL Wachapro 0.28 <b>1000</b>	eague <b>N</b>	95%	] 1%	2%	0%	1%	0%	N	0.088	N	0.592	1000	N
180	To:	01-1701		0070	1			.,,			0.000	•	0.002		
Wye	From:	SR 180		/	]					_		_			
Wye 180	Town of Wachapreague (Maint: 01)	0.55 <b>160</b> WCL Wachapre	G eague	96%	3% 7	1%	0%	0%	0%	С	0.121	F	0.5	160	G
	From:	01-609	eugue												
181	Town of Belle Haven (Maint: 01)	0.57 <b>1200</b>	G	96%	1%	1%	1%	1%	0%	С	0.102	F	0.621	1200	G
	Accomack County	ECL Belle Ha	nven <b>N</b>	96%	1%	1%	1%	1%	0%	N	0.102	N	0.621	1200	N
181	To:	US 13	- '	3070	1	1 70	1 70	170	0 70	11	0.102	11	0.021	1200	1.4
	From	US 13													
182	Town of Painter (Maint: 01)	0.65 1200	G	98%	1% ¬	1%	0%	0%	0%	F	0.107	F	0.583	1200	G
182	Accomack County	3.06 <b>920</b>	G G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.671	920	G
	To:	01-605 Quin	by												
	Northampton County	65-613 Near Silve 6.94 <b>2000</b>	er Beach <b>G</b>	94%	] 1%	2%	1%	2%	0%	С	0.1	F	0.571	2000	
183	Northampton County			94%	170 <b>7</b>	2%	170	2%	0%	C	0.1	Г	0.571	2000	G
183	Town of Exmore (Maint: 65)	0.51 <b>1500</b>	G	94%	1%	2%	1%	2%	0%	F	0.096	F	0.541	1500	G
	To:	US 13 Bus	S												
	Town of Cape Charles (Maint: 65)	65-1101 1.21 <b>4200</b>	G	93%	] 1%	3%	1%	1%	0%	F	0.09	F	0.515	4200	G
184	Town of Cape Charles (Maint. 00)	65-1105, 65-1		9370	7	370	1 70	1 70	0 70	'	0.03	'	0.515	4200	Ü
184	Town of Cape Charles (Maint: 65)	0.21 <b>4200</b>	N	93%	1%	3%	1%	1%	0%	N	0.09	N	0.515	4200	N
	To- From:	ECL Cape Ch	arles		<b>—</b>										
184	Town of Cape Charles (Maint: 65)	0.06 <b>4300</b>	G	93%	1%	3%	1%	1%	0%	С	0.089	F	0.519	4300	G
	Northampton County	ECL Cape Ch		020/	10/	20/	10/	10/	00/	NI.	0.000	NI	0.510	4200	N.I.
184	Northampton County	1.72 <b>4300</b> US 13 South of E	N Bayview	93%	1% 7	3%	1%	1%	0%	N	0.089	N	0.519	4300	N
	From:	85-686			j										
185	Shenandoah County	0.34 <b>4000</b>	G	94%	0%	2%	1%	2%	0%	С	0.086	F	0.564	4100	G
	Tours of Ediphurs (Maint) 95)	WCL Edinb	urg <b>G</b>	94%	] <del></del>	2%	1%	2%	0%	F	0.092	F	0.523	4400	G
185	Town of Edinburg (Maint: 85)	US 11	G	94%	]	2%	170	2%	0%	Г	0.092	Г	0.523	4400	G
	From:	North Carolina St	ate Line												
186	Southampton County	2.98 <b>1200</b>	F	76%	1%	1%	1%	22%	0%	С	0.091	F	0.566	1200	F
	Towns of Deprehaille (Native OZ)	WCL Branch		700/	40/	40/	40/	220/	00/	N.I.	0.004	N.	0.500	4000	٠.
186	Town of Branchville (Maint: 87)	0.62 <b>1200</b> ECL Branchy	ville	76%	1% 7	1%	1%	22%	0%	N	0.091	N	0.566	1200	N

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
86 Pittman Rd	From: _ Southampton County	2.35	CL Branchvi 2000	ille <b>F</b>	76%	】 1%	1%	1%	22%	0%	_	0.098	F	0.543	2100	F
86 Pittman Rd	Southampton County				70%	170	1 70	1 70	ZZ 70	070	Г	0.096	Г	0.543	2100	-
86) Pittman Rd	Town of Boykins (Maint: 87)	0.26	WCL Boykin 2800	ıs <b>F</b>	76%	1%	1%	1%	22%	0%	F	0.111	F	0.524	2900	F
86) I Ittilian Itt	Town of Boykins (Maint. 07)	0.20	SR 35	•	7070	7 ' "	1 /0	1 /0	ZZ /0	0 70	'	0.111	'	0.524	2900	
	From:	0	1-658 Guil fo	ord												
87)	Accomack County	1.06	570	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.634	570	
<i></i>	To: From:	7	WCL Bloxor	m												
87)	Town of Bloxom (Maint: 01)	0.45	570	N	97%	1%	1%	0%	1%	0%	Ν	0.087	Ν	0.634	570	
	To- From:		SR 316			]										
37)	Town of Bloxom (Maint: 01)	0.59	1500	G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.57	1600	
	To- From:		ECL Bloxon	n		]										
37)	Accomack County	1.60	2000	G	97%	1%	1%	0%	1%	0%	С	0.092	F	0.629	2000	
	To- From:		S 13 Nelson			]										
37	Accomack County	1.73	850	G	97%	1%	1%	0%	1%	0%	F	0.105	F	0.531	860	
	Io.		79 Modest T			<u> </u>										
$\frac{\text{Bus}}{(60)}$ $\frac{\text{Bus}}{(220)}$ $\frac{(188)}{(188)}$ Main Stree	t Town of Clifton Forge	0.07	DGEWAY : <b>4700</b>	ST <b>G</b>	97%	」 ○%	1%	1%	1%	0%	E	0.085	F		4800	
38 60 220 188 Main Stree	Combined Traffic Estimates for 2 Parallel Roadways			N	97%	0%	1%	1%	1%	0%	N	NA	'		11000	
	To:		ESSWICK S		01.70	]	170	170	170	070	.,				11000	
	From:		0 Par, Keswi		000/	20/	00/	00/	00/	00/	_	0.44	_		070	
Main St	Town of Clifton Forge Combined Traffic Estimates for Parallel Roadways	0.05	340	G	99%	0%	0%	0%	0%	0%	F	0.11 NA	F		370	
	Combined Traffic Estimates for Parallel Roadways		NA cCormick Bl	lvd		1						NA			NA	
	From:		Main St													
McCormick Blvd	Town of Clifton Forge	0.07	370	G	99%	0%	0%	0%	0%	0%	F	0.107	F		400	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA			_						NA			NA	
Ma O a maria la Dibari	Too From L		88 Par, Chur		000/	-00/	00/	00/	00/	00/		0.007	_	0.500	4000	
McCormick Blvd	Town of Clifton Forge	0.23	930 Lafayette St	G	99%	0% ┓	0%	0%	0%	0%	С	0.097	F	0.598	1000	
	From:		cCormick Bl													
Lafayette St	Town of Clifton Forge	0.07	310	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.557	330	
	To- From:		Rose Ave Lafayette St													
Rose Ave	L Town of Clifton Forge	0.22	690	G	96%	<b>0</b> %	2%	1%	1%	0%	С	0.106	F	0.513	740	
	Tor		Tremont St			1										
Tramont Ct	From:	0.00	Rose Ave		000/	]	201	40/	40/	00/		0.400		0.540	740	
Tremont St	Town of Clifton Forge	0.03	690 Sioux Ave	G	96%	0% <b>7</b>	2%	1%	1%	0%	С	0.106	F	0.513	740	
	From:		Tremont St													
Sioux Ave	Town of Clifton Forge	0.17	690	G	96%	0%	2%	1%	1%	0%	С	0.106	F	0.513	740	
	To:	105-33	51, I-64, Sio	oux Ave	-											

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus Ridgeway	Street Town of Clifton Forge	0.07	MAIN ST <b>6100</b>	N	96%	<b>」</b> 0%	1%	2%	1%	0%	N	0.101	N	0.635	6200	N
180 (00) (220) (00)	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	11000	N	97%	0%	1%	1%	1%	0%	Ν	NA			11000	N
	To:	US 60 BUS	S COMME													
Church Chroat	From:	US 60 B 0.05	Sus Commer 2200		97%		40/	40/	40/	00/	F	0.000	F	0.650	0.400	0
(188) Church Street	Town of Clifton Forge			G	97%	0%	1%	1%	1%	0%	Г	0.096	Г	0.650	2400	G
	Combined Traffic Estimates for Parallel Roadway		NA us McCorm	ick Blyd	1	7						NA			NA	
	From:		60 Main Str													
188 Commercial Ave	Town of Clifton Forge	0.06	3900	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.705	4200	G
P	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	Tax	(	Church Stree	et		1—										
188	Town of Clifton Forge	0.07	2000	G	97%	0%	1%	1%	1%	0%	С	0.119	F	0.779	2100	G
. 50	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To:		SR 188													
	From	US 25	8 Smiths Fe	erry Rd												
(189) South Quay Rd	Southampton County	2.20	1900	F	78%	1%	3%	1%	17%	0%	F	0.073	F	0.672	1900	F
	To:	87-	714 Pretlow	Rd		Т										
(189) South Quay Rd	Southampton County	0.22	2500	F	78%	1%	3%	1%	17%	0%	F	0.076	F	0.591	2500	F
,	To:		SCL Suffolk	ζ.		1										
	From		mpton Cou	_		]										
189	City of Suffolk (Maint: 61)	1.36	2100	G	78%	1%	3%	1%	17%	0%	С	0.092	F	0.634	2100	G
<u></u>	To: From:	61-	-666 Gates 1	Rd		]										
(189)	City of Suffolk (Maint: 61)	1.60	3500	G	76%	0%	1%	5%	17%	0%	С	0.082	F	0.631	3500	G
	Tax		US 58			Ъ—										
(189) (58) Franklin Bypass	City of Suffolk (Maint: 61)	1.26	17000	G	84%	1%	1%	1%	13%	0%	F	0.068	F	0.519	16000	G
	To		SR 272			1										
(189) (58)	City of Suffolk (Maint: 61)	4.17	19000	G	84%	1%	1%	1%	13%	0%	F	0.069	F	0.553	18000	G
109/ 30	Tac	110 50 00				1										
(100)	City of Suffolk (Maint: 61)	0.37	UTH OF H 810	G G	90%	1%	4%	2%	3%	0%	С	0.094	F	0.603	820	G
189	Oity of Gulloik (Waint: 01)				30 /0	7	470	270	370	0 70	O	0.054	•	0.005	020	J
	From:		umberland I		020/	40/	20/	400/	40/	00/		0.000		0.557	1100	
189	City of Suffolk (Maint: 61)	0.12	<b>1100</b> Bus US 58	G	83%	1% 7	2%	12%	1%	0%	С	0.098	F	0.557	1100	G
	P	an 46				1										
Croat Bridge Blyd	City of Chesapeake		6 Bainbridge	e Blvd <b>G</b>	81%	」 2%	2%	110/	3%	0%	С	0.000	F	0.524	5000	G
190 Great Bridge Blvd	City of Chesapeake	1.13	4600	G	01%	<b>2</b> %	2%	11%	3%	0%	C	0.099	Г	0.534	5000	G
	To. From:		I-64			<del></del>					_					
(190) Great Bridge Blvd	City of Chesapeake	0.26	12000	G	97%	1%	1%	1%	0%	0%	F	0.085	F	0.698	13000	G
	Ta: From:	US 17; SF	R 104 Domi		ď	}										
(190) Great Bridge Blvd	City of Chesapeake	2.34	9000	G	97%	1%	1%	1%	0%	0%	С	0.088	F	0.592	9700	G
	То:	Bus SR	168 Battlefi	eld Blvd												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and Interstate Routes			Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4T	Γire Βι	ıs 2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Bus SR 168 Battlefield Blvd	1								· doto.		
(190) Kempsville Rd	City of Chesapeake		8% 09	% 1%	1%	0%	0%	С	0.098	F	0.573	19000	G
	To- From-	Greenbrier Pkwy											
(190) Kempsville Rd	City of Chesapeake	2.30 <b>27000 G</b> 99	9% 09	% 0%	0%	0%	0%	F	0.101	F	0.589	29000	G
	To:	WCL Virginia Beach											
(190) Kempsville Rd	City of Virginia Beach	ECL Chesapeake 1.00 <b>28000 F</b> 99	9% 09	% 0%	0%	0%	0%	F	0.098	F	0.55	30000	F
190 Rempsville Ru	City of Virginia Beach		9% 0	/6 U/6	076	U70	076	Г	0.096	г	0.55	30000	Г
(190) Kempsville Rd	City of Virginia Pageh	Centerville Tpke 1.52 <b>33000 F</b> 99	9% 09	% 0%	0%	0%	0%	С	0.085	F	0.547	36000	F
190 Kempsville Ru	City of Virginia Beach		9% 0	/0 U/0	070	U70	070	C	0.065	Г	0.547	30000	Г
	To- From:	Indian River Road			201	201	201						
190 Kempsville Rd	City of Virginia Beach	1.29 <b>28000 F</b> 99	9% 09	% 1%	0%	0%	0%	F	0.086	F	0.565	30000	F
	To- From:	Providence Rd											
(190) Kempsville Rd	City of Virginia Beach	0.98 <b>30000 F</b> 99	9% 09	% 1%	0%	0%	0%	С	0.081	F	0.512	33000	F
	To- From:	SR 165 Princess Anne Rd											
(190) Witchduck Rd	City of Virginia Beach	0.72 <b>32000 F</b> 97	7% 19	% 1%	0%	1%	0%	F	0.074	F	0.575	35000	F
<u>~</u>	To- From:	I-264											
(190) Witchduck Rd	City of Virginia Beach	0.60 <b>31000 F</b> 97	7% 19	% 1%	0%	1%	0%	С	0.081	F	0.503	34000	F
	To- From:	US 58 Virginia Beach Blvd	<u> </u>										
190 Witchduck Rd	City of Virginia Beach	1.29 <b>18000 F</b> 99	9% 09	% 0%	0%	0%	0%	F	0.086	F	0.560	19000	F
	Tac	134-8740 Jericho Rd	<u> </u>										
190 Pembroke Blvd	City of Virginia Beach		9% 09	% 0%	0%	0%	0%	С	0.087	F	0.539	12000	F
	Ta·	SR 225 Independence Blvd											
	From:	SR 191, S Military Hwy											
(191) (13) (460)	City of Chesapeake		1% 19	% 2%	2%	4%	0%	F	0.092	F	0.58	7200	G
	To:	AIRLINE BLVD											
(191) Jolliff Rd	City of Chesapeake	US 58 Airline Blvd 2.22 <b>3000 G</b> 97	7% 1º	% 1%	1%	0%	0%	С	0.134	F	0.632	3300	G
191) 30iiii 14d	City of Chesapeake		7 70 1.	70 170	1 70	070	0 /0	C	0.134	'	0.032	3300	J
laliff Pd	City of Chesapeake	Dock Landing Rd 0.91 <b>2700 G</b> 97	7% 09	% 1%	1%	1%	0%	С	0.142	F	0.512	2900	G
191 Joliff Rd	Tay Or Chesapeake	SR 337 Portsmouth Blvd	7 % 0	/0 170	1 70	170	076	C	0.142	г	0.512	2900	G
	From:	SR 165 Military Hwy											
(192) Azalea Garden Rd	City of Norfolk		6% 1°	% 2%	1%	1%	0%	F	0.089	F	0.534	14000	F
192) Zaida Gardan Ha	To:	SR 170 Little Creek		.0	170	170	0,70	•	0.000	·	0.001	11000	•
	From	SR 7 Leesburg Pike	1										
(193) Georgetown Pike	Fairfax County		7% 19	% 1%	1%	0%	0%	С	0.083	F	0.625	21000	G
<u></u>	Ta	W 29-683 Leigh Mill Rd											
(193) Georgetown Pike	Fairfax County	· ·	7% 19	% 1%	1%	0%	0%	F	0.087	F	0.729	21000	G
193) 330 900 1111 1110	. arrax county				. 70	<b>5</b> / 0	J /0	•	0.007	•	0.720		J
193 Georgetown Pike	Fairfax County	29-676 Towlston Rd 1.55 <b>15000 G</b> 97	7% 19	% 1%	1%	0%	0%	F	0.09	F	0.687	16000	G
193 Georgetown Fike	Taillax County	Urban Boundary	70 13	/U 17/0	1 70	U70	U 70	F	0.08	Г	0.007	10000	G
		Oroan Doundary											

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	Q۱
From:	U	rban Bounda	ary		1		- 7 5 4 5				. 4515.				
Fairfax County	1.39	17000	G	97%	1%	1%	1%	0%	0%	F	0.089	F	0.683	18000	G
To-	I-49:	5 Capital Be	ltway		T										
Fairfax County	2.01	9700	Ğ	98%	0%	1%	0%	0%	0%	С	0.098	F	0.692	10000	(
To-		29-3563			7										
Fairfax County	0.50	7100	G	98%	0%	1%	0%	0%	0%	F	0.116	F	0.825	7700	(
To:	SR 123 l	Dolley Madi	ison Blvo	l											
From:	SR 160	6 Princess A	nne Rd												
City of Norfolk	1.63	12000	F	98%	0%	1%	0%	0%	0%	С	0.092	F	0.542	13000	F
To:															
				98%	0%	1%	0%	0%	0%	F	0.082	F	0.517	20000	F
Oity of Nortoin	0.07			90 70	7	1 /0	0 70	0 /0	0 70	'	0.002	•	0.517	20000	
City of Norfalk	0.95			00%	00/	00/	00/	00/	00/		0.002		0.602	27000	F
City of Nortoik				99 70	U /0	0 /0	0 /6	0 /0	0 /6	'	0.003	•	0.003	27000	'
To- From:				000/	00/	00/	00/	00/	00/		0.000		0.500	20000	
City of Nortoik	1.31	23000		99%	U% 	0%	0%	0%	0%	г	0.086	F	0.586	26000	ı
Tac From:				000/		00/	00/	00/	00/	_	0.004		0.500	45000	
City of Nortolk	0.61	13000	<u> </u>	99%	0%	0%	0%	0%	0%	F	0.081	F	0.583	15000	ı
To- From:				/	J							_			
City of Norfolk			•	99%	<b>0</b> %	0%	0%	0%	0%	С	0.084	F	0.52	6800	F
					<u> </u>										
City of Richmond (Maint: 43)				07%		10/	00/-	10/_	0%	_	0 197	_		16000	(
• • • • • • • • • • • • • • • • • • • •										F		-	0 723		(
Combined Traine Estimates for 21 arane roadway				91 /0	7	1 /0	0 70	1 /0	0 70	'	0.133	•	0.725	30000	
From:			Pkwy												
• • • • • • • • • • • • • • • • • • • •												Α			,
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	76000	F	97%	0%	1%	0%	1%	0%	С	NA			83000	F
To: From:	,	Thompson S	St		]										
City of Richmond (Maint: 43)	0.41	46000	G	97%	0%	1%	0%	1%	0%	F	0.129	F		52000	(
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	87000	G	97%	0%	1%	0%	1%	0%	F	0.109	F	0.608	99000	(
To	US 33	3 US 250 Br	road St		<b>—</b>										
From:			G	97%	<b>-</b> 0%	1%	0%	1%	0%	F	0.108	F		48000	(
City of Dichmond (Maint: 42)	0.45			3170	U 70	1 70	U 70	1 70	U 70	Г	0.100	Г		40000	(
City of Richmond (Maint: 43)	0.45	42000 82000		07%	0%	10/	0%	1%	0%	F	0.108	E			,
City of Richmond (Maint: 43) Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	82000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		94000	(
, ,	s on this Route:		G		0%	1%	0%	1%	0%	F	0.108	F			(
, ,	s on this Route:	82000 ICL Richmo 42000	G	97% 97% 97%	0% ] 0% 0%	1%	0% 0% 0%	1%	0%	F	0.108	F F F			
	Fairfax County  Fairfax County  Fairfax County  Fairfax County  From: City of Norfolk  City of Norfolk  City of Norfolk  City of Norfolk  City of Norfolk  City of Norfolk  City of Norfolk  City of Norfolk  City of Norfolk  City of Norfolk  City of Norfolk  City of Richmond (Maint: 43)  Combined Traffic Estimates for 2 Parallel Roadway  City of Richmond (Maint: 43)  Combined Traffic Estimates for 2 Parallel Roadway  City of Richmond (Maint: 43)  Combined Traffic Estimates for 2 Parallel Roadway  City of Richmond (Maint: 43)	SR 16   SR 19   SR 1	Durisdiction	Durisdiction   Length   AADT   QA	Surfax County	Durisdiction   Length   AADT   QA   4Tire   Bus	Durisdiction	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   3+A	Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Combined Traffic Estimates for 2 Parallel Roadways on this Route   Townson   Length   AADT   QA   4Tire   Bus   STUDE   S	Length   AADT   QA   4Tire   Bus   Trues   Trues   Trues   QC	Length   AADT   QA   4Tire   Bus   AADT   QA   4Tire   Bus   AADT   AA	Length   AADT   QA   4Tire   Bus   Truck   Trail   2Trail   QC   Factor   QK   QK   QK   QK   QK   QK   QK   Q		Length   AADT   QA   4Tire   2Tiral	
### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 Timal y ai	nd Intersta	iic rtoc	1100							17				
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
North	From:		CL Richmon		070/		40/	00/	40/	00/	_	0.400	_		40000	_
195	City of Richmond (Maint: 43)	0.12	42000	G	97%	0%	1%	0%	1%	0%	F _	0.108	F		48000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	82000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		94000	G
North	To- From:	SR 19	7 Laburnum	Ave												
195)	City of Richmond (Maint: 43)	0.88	42000	N	97%	0%	1%	0%	1%	0%	Ν	0.108	Ν		48000	Ν
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	82000	N	97%	0%	1%	0%	1%	0%	Ν	0.108	Ν		94000	Ν
	To:		I-95													
South	From:	SR 195	Downtown	Expwy												
195)	City of Richmond (Maint: 43)	0.61	12000	G	98%	0%	0%	0%	1%	0%	F	0.197	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	26000	G	97%	0%	1%	0%	1%	0%	F	NA			30000	G
	To-	SR 7	6 Powhite P	kwy		1										
South 195) Downtown Expressway	City of Richmond (Maint: 43)	0.22	39000	F	98%	0%	0%	0%	1%	0%	С	0.140	В		39000	E
195 Downtown Expressway	Combined Traffic Estimates for 2 Parallel Roadway			F	97%	0%	1%	0%	1%	0%	С	NA	Ь		83000	, E
	Combined Trainic Estimates for 2 Farallel Roadway				91 /0	7	1 /0	0 /0	1 /0	0 /6	C	INA			03000	'
South	To- From:		Grove Ave													
195)	City of Richmond (Maint: 43)	0.65	41000	G	98%	0%	0%	0%	1%	0%	F	0.114	F		46000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	87000	G	97%	0%	1%	0%	1%	0%	F	NA			99000	G
	Tac	US 33	US 250 Bro	oad St		1										
South	City of Richmond (Maint: 43)	0.65	41000	G	98%	0%	0%	0%	1%	0%	_	0.1	_		46000	G
195	,			G	97%	0%	1%	0%	1%	0%	F	0.108	N			G
	Combined Traffic Estimates for 2 Parallel Roadway				97%	U% -	170	0%	170	0%	Г	0.106	IN		94000	G
South	Ta- From:	NO	CL Richmon	ıd												
195)	City of Richmond (Maint: 43)	0.37	41000	G	98%	0%	0%	0%	1%	0%	F	0.1	F		46000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	82000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		94000	G
0 11	To-	SC	CL Richmon	d		1										
South	City of Richmond (Maint: 43)	0.07	41000	G	98%	0%	0%	0%	1%	0%	_	0.1	F		46000	G
195	Combined Traffic Estimates for 2 Parallel Roadway			G	97%	0%	1%	0%	1%	0%	r F	NA	'		94000	G
	Combined Trainic Estimates for 2 Farallel Roadway				91 /0	7	1 /0	0 /0	1 /0	0 /6	'	INA			34000	G
South	To- From:	SR 19	7 Laburnum	Ave												
195)	City of Richmond (Maint: 43)	0.93	41000	N	98%	0%	0%	0%	1%	0%	Ν	0.1	Ν		46000	Ν
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	82000	N	97%	0%	1%	0%	1%	0%	Ν	0.108	Ν		94000	Ν
	Ta·		I-95													
North	From:		I-95 S													
( ₁₉₅ )Downtown Expressway	City of Richmond (Maint: 43)	1.02	12000	G	99%	0%	1%	0%	0%	0%	F	0.179	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	23000	G	98%	0%	1%	0%	0%	0%	F	0.137	F	0.708	26000	G
Nonth	To- Frame	Ram	p to Canal St	treet												
North 195 Downtown Expressway	City of Richmond (Maint: 43)	2.10	19000	Α	99%	0%	1%	0%	0%	0%	С	0.24	Α		23000	Α
195) Downtown Expressivay	Combined Traffic Estimates for 2 Parallel Roadway			A	98%	0%	1%	0%	0%	0%	С	0.24	A	0.774	46000	A
	Complited France Estimates for 2 Farallel Rodoway	o on uno Roule.	SR 146	Α	JO 70	U 70	1 70	U 70	U 70	U 70	C	0.100	~	0.774	40000	А

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

		Primary ar	14 1110101					Tri	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		SR 146			]										
195 Downtown Expressway	City of Richmond (Maint: 43)	0.27	9600	G	99%	0%	1%	0%	0%	0%	F	0.237	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	<b>19000</b> I-195 N	G	98%	0%	1%	0%	0%	0%	F	0.155	F	0.821	21000	G
South	From:		I-95 N			1										
195 Downtown Expressway	City of Richmond (Maint: 43)	1.00	11000	G	98%	0%	1%	0%	0%	0%	F	0.097	F		12000	G
100	Combined Traffic Estimates for 2 Parallel Roadway		23000	G	98%	0%	1%	0%	0%	0%	F	NA			26000	G
0	To: From:	Ram	p to Byrd S	treet		]—										
South 195 Downtown Expressway	City of Richmond (Maint: 43)	2.15	18000	Α	98%	0%	1%	0%	0%	0%	С	0.256	Α		22000	Α
195) 20	Combined Traffic Estimates for 2 Parallel Roadway			Α	98%	0%	1%	0%	0%	0%	C	NA	•		46000	Α
	Ta		SR 146			···										
South 195 Downtown Expressway	City of Richmond (Maint: 43)	0.24	9200	G	98%	0%	1%	0%	0%	0%	F	0.226	F		9800	G
195 Downtown Expressway	Combined Traffic Estimates for 2 Parallel Roadway		19000	G	98%	0%	1%	0%	0%	0%	F	NA			21000	G
	To:		I-195 S		0070	1	.,,	0,0	0,0	0,0	•					
	From:	US 1	13 Military	Hwy		]										
196 Canal Dr	City of Chesapeake	0.96	13000	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.631	14000	G
	To-	US 17 Geo	orge Washi	ngton Hv	vy											
197 Malvern Ave	City of Richmond	1.22	Cary Street 6500	G	97%	】 1%	2%	0%	0%	0%	С	0.112	F	0.711	6900	G
197 Iviaiveiti Ave	City of Richinoria				9170	170	270	0%	0%	070	C	0.112	F	0.711	0900	G
197) Westwood Ave	From: Henrico County	0.52	CL Richmo 14000	nd <b>G</b>	94%	0%	2%	3%	1%	0%	С	0.101	F	0.706	15000	G
197) Westwood 7 We	Troillio Goanty				0470	7	270	070	170	070	Ü	0.101	•	0.700	10000	Ü
197) Wesrwood Ave	City of Richmond	0.11	CL Richmo 15000	G	97%	1%	2%	0%	0%	0%	F	0.11	F	0.719	16000	G
197) 17 661 11 664 7 11 6	To:		aunders Av		0.70	۰ <i>٬</i> ۰۰	270	070	070	070	•	0.11		0.7 10	10000	
197) Saunders Ave	City of Richmond	0.42	8900	G G	97%	1%	2%	0%	0%	0%	F	0.108	F	0.758	9400	G
1917	To:		aburnum A			1										
Laboura Acca	From:		aunders Av		070/		40/	00/	40/	00/	F	0.400	_	0.704	10000	0
Laburnum Ave	City of Richmond	0.14	18000	G	97%	0%	1%	0%	1%	0%	F	0.108	F	0.781	19000	G
197) Laburnum Ave	To- From: City of Richmond	0.35	tosedale Av 21000	re <b>G</b>	97%	0%	1%	0%	1%	0%	F	0.102	F	0.712	21000	G
197 Labumum Ave	City of Richinoria				9170	U% 7	1 70	0%	170	070	Г	0.102	F	0.712	21000	G
197) Laburnum Ave	City of Richmond	0.62	Iermitage R	d G	96%	1%	2%	2%	0%	0%	С	0.098	F	0.713	19000	G
197 Labumum Ave	Oity of Michinoria				90 /0	1 /0 <b>7</b>	2 /0	270	070	0 70	C	0.030	'	0.7 13	19000	O
197) Laburnum Ave	City of Richmond	0.22	Brook Road 17000	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.744	18000	G
191) Labamam / Wo	To:		mberlayne		J. 70				. / 0					J.1		
	From:		JS 17 Glenr													
198)	Gloucester County	4.45	2100	F	93%	1%	3%	1%	2%	0%	F	0.095	F	0.627	2100	F
	To	36-	-601 Cash I	0		1—										
198)	Gloucester County	2.92	2100	F	93%	1%	3%	1%	2%	0%	F	0.09	F	0.611	2200	F
$\smile$	To:	36	5-606 Harcu	ım												

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

		Fillially allu II					Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		6 Harcum		]										
198)	Gloucester County		300 F	93%	1%	3%	1%	2%	0%	С	0.088	F	0.54	2400	F
	To:		County Line												
100	Mathews County		r County Line	93%	<b>1</b> %	3%	1%	2%	0%	F	0.097	F	0.571	2100	G
198)	wattews county			3370	7	370	170	270	0 70	•	0.007	•	0.57 1	2100	J
	Mathawa County		100 G	95%	0%	2%	10/	1%	0%	F	0.088	F	0.550	7000	G
198 3	Mathews County			95%	U% -	270	1%	170	0%	Г	0.000	Г	0.556	7000	G
	To. From:		Intersection	000/		40/	40/	00/	00/		0.000	_	0.547	4700	
(198)	Mathews County	6.24 <b>4</b>	800 G	92%	1%	4%	1%	2%	0%	С	0.086	F	0.547	4700	G
198	To- From:		3 Hudgins		}										
(198 <i>)</i>	Mathews County	0.93 <b>6</b>	600 G	92%	1%	4%	1%	2%	0%	F	0.085	F	0.531	6500	G
	To- From:	SR 14 Nor	th Intersection		1										
198 14	Mathews County	1.69 <b>7</b>	700 G	95%	1%	2%	1%	1%	0%	С	0.088	F	0.5	7600	G
	Ta	SR 14 Sout	th Intersection		1										
198	Mathews County		700 G	92%	1%	4%	1%	2%	0%	F	0.090	F	0.580	1700	G
	To:	57	7-642												
	From:	]	I-64												
199	York County	0.71 <b>1</b> 4	4000 G	94%	1%	2%	1%	2%	0%	С	0.086	F	0.521	15000	G
	To:	99-603 M	ooretown Rd		1										
199)	York County		1000 G	96%	<b>」</b> 1%	1%	1%	2%	0%	F	0.088	F	0.541	12000	G
1.00	Ta		ichmond Rd		1										
	James City County		1000 G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.535	11000	G
199)	ournes only county			0070	7	170	170	270	0 70	•	0.001	•	0.000	11000	Ŭ
199 199 199	From:		Longhill Rd	000/		40/	40/	40/	00/		0.000	_	0.500	40000	
199	James City County	1.83 <b>1</b> 4	4000 G	96%	0%	1%	1%	1%	0%	С	0.089	F	0.592	16000	G
	To- From:		onticello Ave		<del></del>										
(199)	James City County	1.45 <b>1</b> 4	4000 G	96%	1%	1%	1%	2%	0%	F	0.079	F	0.598	15000	G
<u> </u>	To- From: SI	R 5, 47-616, 137-70	73 John Tyler M		}										
(199) (5)	James City County	0.22 <b>2</b> 1	1000 G	92%	0%	1%	4%	2%	0%	С	0.08	F	0.547	22000	G
	To	WCL W	illiamsburg		1—										
199 5	City of Williamsburg (Maint: 47)		1000 G	92%	0%	1%	4%	2%	0%	С	0.08	F	0.547	22000	G
	To-	SR 5: SR 31	Jamestown Rd		<b>—</b>										
100	City of Williamsburg (Maint: 47)		3000 G	92%	<b>⊿</b> 1%	2%	4%	2%	0%	С	0.083	F	0.533	24000	G
199	To:		y County Line	0270	٦	_,,	.,,	_,,	• 70		0.000	-	0.000		
	From:	ECL W	illiamsburg												
199	James City County		3000 N	92%	1%	2%	4%	2%	0%	Ν	0.083	Ν	0.533	24000	Ν
	To:		illiamsburg												
(100)	City of Williamsburg (Maint: 47)		y County Line 3000 N	92%	1%	2%	10/	20/-	00/-	N	0.083	N	0.533	24000	N
199	To:		illiamsburg	9270	170	∠70	4%	2%	0%	IN	0.003	N	บ.อออ	<b>24000</b>	N
	W.	ECL W	mamsourg		1										

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

		Primary ar						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		L Williamsb			1										
199)	James City County	0.11	23000	G	92%	1%	2%	4%	2%	0%	С	0.083	F	0.533	24000	G
	To- From:		00 Brookwo		222/		10/	40/	407	201						
199	James City County	1.44	22000	G	96%	0%	1%	1%	1%	0%	С	0.085	F	0.543	23000	G
	To- From	SR 132 Her					40/	40/	20/	00/		0.002	_	0.500	22000	
199	James City County	1.11	22000	G	93%	0%	1%	4%	2%	0%	С	0.093	F	0.560	23000	G
	To- From:		ay Rd, Quar				40/	40/	00/	00/	_	0.004	_	0.540	00000	_
199	James City County	1.19	20000	G	93%	0% ¬	1%	4%	2%	0%	С	0.084	F	0.543	22000	G
	From:	York County Li	Pocahontas		as I raii											
199	York County	0.09	23000	G	96%	1%	1%	1%	2%	0%	F	0.072	F	0.506	25000	G
	To:	SR 14	43 Merrimac	Trail		<b>_</b>										
199	York County	0.94	24000	A	96%	1%	1%	1%	2%	0%	С	0.099	Α	0.559	26000	Α
	To		I-64													
199	From:  York County	0.39	11000	G	96%	1%	1%	1%	2%	0%	F	0.104	F	0.776	12000	G
199						٠.,٠	. , 0	. , ,	_,,	• 70	•		•	00	000	•
(100)	York County	0.62	4700 Old Yor	K Rd G	96%	1%	1%	1%	2%	0%	F	0.094	F	0.590	5100	G
199)	To:		41 Pennima		3070	7	170	1 70	270	0 70	'	0.054	•	0.550	3100	J
	From:		3 White Sto													
200	Town of White Stone (Maint: 51)	0.34	6200	N	96%	1%	1%	1%	1%	0%	N	0.086	N	0.506	6300	N
200	Ta		CL White St													
200	From: Lancaster County	0.82	6200	N N	96%	1%	1%	1%	1%	0%	N	0.086	N	0.506	6300	N
200)	zanoaster Goarny				0070	٦ ./٠	170	170	170	070		0.000	.,	0.000	0000	.,
	Town of Irvington (Maint: 51)	1.68	CL Irvingto 6200	n N	96%	1%	1%	1%	1%	0%	N	0.086	N	0.506	6300	N
200 200 200	Town of Invington (Maint. 31)				90 /0	1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.000	IN	0.500	0300	IN
	To- From:		ICL Irvingto		000/	40/	40/	40/	40/	0%		0.000	F	0.500	0200	
200	Lancaster County	2.77	6200	G	96%	1%	1%	1%	1%	0%	С	0.086	Г	0.506	6300	G
	To- From:		CL Kilmarno		222/	40/	40/	40/	407							
(200)	Town of Kilmarnock (Maint: 51)	0.82	6200	N	96%	1%	1%	1%	1%	0%	N	0.086	N	0.506	6300	N
	To- From:		S SR 3			_										
(200)(3)	Town of Kilmarnock (Maint: 51)	0.09	12000	G	94%	1%	2%	1%	2%	0%	F	0.088	F	0.52	12000	G
	To- From:		N SR 3													
200	Town of Kilmarnock (Maint: 51)	1.10	6400	G	96%	0%	2%	0%	2%	0%	С	0.085	F	0.634	6400	G
	To- From:	NO	CL Kilmarno	ock		1—										
200	Lancaster County	1.43	6400	N	96%	0%	2%	0%	2%	0%	Ν	0.085	Ν	0.634	6400	Ν
	To		berland Cou		e											
	Northumberland County		aster County	Line <b>G</b>	93%	<b>」</b> 1%	4%	1%	2%	0%	F	0.001	F	0.628	4200	G
200	Northumberland County	5.09	4200	•	93%	170	470	1 70	∠70	U 70	r	0.081	r	0.020	4200	G
	To- From:		66-609		0601		401	461	00.1	061		0.000	_	0.55	4400	
200	Northumberland County	5.09	4100	G	93%	1%	4%	1%	2%	0%	С	0.082	F	0.574	4100	G
~	10:	US :	360 Burgess	PO												

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
201	Lancaster County	SR 3	2300 2300	hapel <b>G</b>	91%	】 1%	3%	3%	2%	0%	F	0.086	F	0.714	2300	G
$\underline{\smile}$	To-		SR 3 Lively	,		1										
201	Lancaster County	2.74	620	G	91%	1%	3%	3%	2%	0%	С	0.093	F	0.559	620	G
201)	Lancaster County	3.29	SR 201 Y 1100	G	91%	1%	3%	3%	2%	0%	F	0.097	F	0.559	1200	G
$\smile$	To:		nberland Cou		2											
	From:		aster County		040/	40/	20/	20/	20/	00/	F	0.004	_	0.000	1000	0
201	Northumberland County	6.92	1600	G	91%	1% 7	3%	3%	2%	0%	F	0.084	F	0.606	1600	G
	10-		US 360			<u> </u>										
Wye	From:	0.44	SR 201		000/	10/	40/	40/	00/	00/	_	0.400	_	0.500	400	_
201)	Lancaster County	0.11	<b>400</b> 51-600	G	93%	1% 7	4%	1%	2%	0%	F	0.132	F	0.582	400	G
						<del>                                     </del>										
	Westmarsland County	0.22	SR 3	G	020/	10/	20/	10/	20/	00/	_	0.006	F	0.624	4000	_
202	Westmoreland County	0.33	4000	G	92%	1%	3%	1%	3%	0%	С	0.086	Г	0.634	4000	G
	To: From:		96-767			J										
202	Westmoreland County	5.39	3800	G	92%	1%	3%	1%	3%	0%	F	0.085	F	0.642	3800	G
	Ta- From:		96-626			]										
202	Westmoreland County	4.22	3600	G	92%	1%	3%	1%	3%	0%	С	0.087	F	0.599	3600	G
$\overline{}$	To:		96-611			1										
202	Westmoreland County	2.64	2900	G	92%	1%	3%	1%	3%	0%	F	0.080	F	0.53	2900	G
252)	Tax		W SR 203			1										
202 (202)	Westmoreland County	0.60	3500	G	92%	1%	3%	1%	3%	0%	F	0.082	F	0.535	3400	G
202 203	vvestrioreiana osamy				0270	7	070	170	070	070	•	0.002	•	0.000	0100	O
	To: From:		203 Greys Co		000/	40/	40/	20/	40/	00/		0.004		0.54	2000	
202)	Westmoreland County	1.21	2800	G	89%	1%	4%	2%	4%	0%	F	0.081	F	0.54	2800	G
	From:		nberland Cou oreland Cour		2											
202	Northumberland County	3.52	2700	G	89%	1%	4%	2%	4%	0%	С	0.086	F	0.507	2700	G
202	To:		JS 360 Calla			1										
	From:		SR 3 Lyells			Ī										
203	Richmond County	0.40	2700	G	86%	0%	3%	2%	8%	0%	F	0.081	F	0.687	2700	G
2007	To	Westme	oreland Cour	nty Line		1										
	From:		nond County	/ Line												
203)	Westmoreland County	5.82	2400	G	86%	0%	3%	2%	8%	0%	F	0.089	F	0.616	2400	G
	To- From:	96-60	04 Griffiths C	Corner		1—										
203	Westmoreland County	1.21	800	G	86%	0%	3%	2%	8%	0%	С	0.089	F	0.543	790	G
$\smile$	To		W SR 202			1										
203)(202)	From: — Westmoreland County	0.60	3500	G	92%	1%	3%	1%	3%	0%	F	0.082	F	0.535	3400	G
	To		E SR 202													
(202)	Westmoreland County	1.73	990	G	86%	0%	3%	2%	8%	0%	F	0.103	F	0.579	980	G
203)	To:		6-608 Kinsal	_	JU /0	7	J /0	2/0	0 /0	0 /0	'	0.103	'	0.513	300	J
			o ooo ixiiisai	.~												

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

Pouto	luriodiation	Longth A	ADT CA	4Tire	Due		Tru	ck			K	OK	Dir	A A\MDT	. 01
Route	Jurisdiction	Length A			Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	ŲV
$\bigcap$	From:		of Potomac Mills		00′	001	001	001	001	_	0.440	_	0.055	000	
204	Westmoreland County		230 G	97%	0% 7	2%	0%	0%	0%	С	0.116	F	0.655	230	G
	Promi				1										
	King Goorge County		rkins Corner 7600 G	95%	<b>」</b> 1%	3%	1%	1%	0%	_	0.094	F	0.510	7500	c
205 205 205	King George County			95%	170	3%	1 70	170	0%	Г	0.094	Г	0.510	7500	Ċ
	To: From:		1 Edge Hill	050/	40/	20/	40/	40/	00/	F	0.000		0.005	4400	_
205	King George County		1500 G	95%	1%	3%	1%	1%	0%	F	0.086	F	0.605	4400	(
	Ta: From:		rruthers Corner	0=0/	401		40/	10/				_			
205)	King George County		8600 G	95%	1%	3%	1%	1%	0%	С	0.085	F	0.63	3600	(
	From:		and County Line ge County Line												
205	Westmoreland County		700 G	95%	0%	2%	1%	1%	0%	F	0.084	F	0.67	4700	(
	To	NCL Co.	lonial Beach												
205	Town of Colonial Beach (Maint: 96)		1700 N	95%	0%	2%	1%	1%	0%	Ν	0.084	N	0.67	4700	Ν
203)	To				7										
205	Town of Colonial Beach (Maint: 96)		olonial Beach 6700 G	95%	0%	2%	1%	1%	0%	F	0.086	F	0.536	5700	(
205	Town of Colonial Beach (Maint. 90)			90 /0	7070	270	1 /0	1 /0	0 70	'	0.000	'	0.550	3700	
	Westmarsland County		olonial Beach	95%	00/	2%	1%	10/	0%	N.I	0.006	NI	0.526	E700	
205	Westmoreland County		700 N	95%	0%	2%	1%	1%	0%	N	0.086	N	0.536	5700	1
	To- From:		96-628		<u> </u>							_			
205	Westmoreland County		5900 G	95%	0%	2%	1%	1%	0%	С	0.085	F	0.641	5900	(
	10.		Oak Grove		<u> </u>										
Wye 205	From:		R 205	97%	40/	20/	00/	40/	00/	0	0.007	_	0.507	7400	,
205)	Westmoreland County		200 G	97%	1% _	2%	0%	1%	0%	С	0.087	F	0.537	7100	(
	To: From:	WCL Co	olonial Beach		J										
Wye 205	Town of Colonial Beach (Maint: 96)	0.69 <b>7</b>	200 N	97%	1%	2%	0%	1%	0%	Ν	0.087	Ν	0.537	7100	١
	Ta·	End State Ma	intenance SR 20	)5											
	From:	SR 3 An	nolds Corner		J										
206	King George County	2.18 <b>9</b>	100 G	96%	1%	1%	1%	1%	0%	F	0.110	F	0.72	9000	C
	To	4	8-610		1										
206	King George County		100 G	96%	1%	1%	1%	1%	0%	С	0.112	F	0.782	9000	(
	To-	SR 218	Berthaville		<b></b>										
(206)(218)	From: King George County		1000 G	95%	1%	3%	0%	1%	0%	С	0.116	F	0.812	11000	(
206 218	To		18 Owens		7										
200	King George County		1000 G	96%	1%	1%	1%	1%	0%	F	0.114	F	0.82	11000	(
206	King delige dounty			3070	7	1 70	1 70	170	070		0.114	•	0.02	11000	
	To: From:		East of Owens	000/	40/	40/	40/	40/	00/	_	0.000	_	0.70	40000	
206	King George County		<b>2000 G</b> 8-604	96%	1% 7	1%	1%	1%	0%	F	0.098	F	0.79	12000	(
	,				1										
	Caroline County		rmel Church	85%	」 1%	1%	1%	11%	1%	F	0.073	F	0.572	6000	C
207			I-95	0070	1 /0 <b>7</b>	1 70	1 /0	1170	1 70	Г	0.073	ı	0.312	0000	
	10.		1-90		1										

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
207	From: Caroline County	5.14	I-95 <b>9000</b>	Α	85%	1%	1%	1%	11%	1%	С	0.114	Α	0.508	8600	Α
207)	To-	0.17	S 16-601		0070	۰ <i>٬</i> ۰۰۰	170	170	1170	170		0.114	,,	0.000	0000	
207	From: Caroline County	4.31	11000	G	85%	1%	1%	1%	11%	1%	F	0.081	F	0.633	11000	G
	To:	10	6-722 Milfo	ord		<b>-</b>										
207	Caroline County	0.57	12000	G	85%	1%	1%	1%	11%	1%	F	0.078	F	0.649	12000	G
	To- From:		SR 207 Bus	S		}—										
207	Caroline County	1.45	7100	G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.507	6900	G
	To:		US 301													
Bus	From:		SR 207													
8us 207	Caroline County	0.54	3800	G	92%	2%	2%	3%	2%	0%	С	0.088	F	0.501	3800	G
	To- From	WCI	L Bowling (	Green		]										
8us 207	Town of Bowling Green (Maint: 16)	0.73	5400	G	94%	1%	1%	2%	1%	0%	С	0.085	F	0.505	5300	G
<u> </u>	То:	SR	2 US 301 I	Bus												
	From:		S 250 Fernc													
208	Louisa County	0.38	2700	G	93%	0%	2%	1%	4%	0%	F	0.083	F	0.61	2700	G
	To- From:		North of Fe			}										
208	Louisa County	8.52	3900	G	93%	0%	2%	1%	4%	0%	С	0.088	F	0.527	3900	G
	To- From:		SCL Louisa			}—										
208	Town of Louisa (Maint: 54)	0.40	3900	N	93%	0%	2%	1%	4%	0%	Ν	0.088	Ν	0.527	3900	Ν
<u> </u>	To: From:		US 33 Loui -33 LOUIS													
208) (33) (22) West Main St	Town of Louisa (Maint: 54)	0.63	16000	G	97%	0%	2%	0%	1%	0%	F	0.078	F	0.503	16000	G
208/ (33) (22) 11301 11311 61	Town of Edulad (Marit. 6 1)					٦	270	070	170	070	•	0.070	•	0.000	10000	Ŭ
200 (20)	Town of Louisa (Maint: 54)	0.33 EA	ST OF LO	G	<del>н</del> 95%	0%	2%	0%	2%	0%	С	0.082	F	0.527	9100	G
208/22/	Town of Educa (Maint: 01)	0.00				٦	2,0	070	_,0	070	Ū	0.002	•	0.027	0100	Ū
200 (20	Louisa County	4.73	CL Louisa 9100	N	95%	0%	2%	0%	2%	0%	N	0.082	N	0.527	9100	N
208 22	Eouisa County	4.70			3370	7	270	070	270	070	11	0.002	14	0.527	3100	11
	Tour of Minorel (Meint Fon)	0.15	CL Mineral	1 <b>N</b>	95%	0%	2%	0%	2%	0%	N	0.082	N	0.527	9100	N
208) (22)	Town of Mineral (Maint: 54)					U%	270	0%	270	0%	IN	0.062	IN	0.527	9100	IN
	From		& RT 22 M				00/	40/	00/	00/		0.000		0.504	2000	
208 522	Town of Mineral (Maint: 54)	0.39	3300	G	94%	0%	2%	1%	3%	0%	F	0.083	F	0.524	3300	G
	Ta- From:	5.04	CL Mineral	1 <b>N</b>	94%	0%	2%	1%	3%	0%	N	0.002	N	0.524	2200	N
208 522	Louisa County					U% 7	∠70	1 70	370	U 70	IN	0.083	IN	0.524	3300	IN
	To: From:		ARES CRO			00/	20/	10/	40/	00/		0.000		0 E12	4400	
208	Louisa County	3.62	4100 Ivania Cour	G atv Line	93%	0% 7	2%	1%	4%	0%	F	0.088	F	0.513	4100	G
	From:		isa County			1										
208	Spotsylvania County	3.64	3800	G	94%	0%	1%	2%	3%	0%	F	0.09	F	0.508	3800	G
	To:		88-601			1										

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

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length AA		4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
208	Spotsylvania County	8.85 <b>57</b> 0		94%	0%	1%	2%	3%	0%	F	0.091	F	0.584	5700	G
208	Spotsylvania County	2.43 <b>41</b> 0		94%	0%	1%	2%	3%	0%	С	0.092	F	0.644	4100	G
208	Spotsylvania County	88-606 S 3.41 <b>41</b> 0		94%	]	1%	2%	3%	0%	F	0.082	F	0.676	4100	G
208	To From:  Spotsylvania County	80-6 0.54 <b>41</b> 0		94%	0%	1%	2%	3%	0%	N	NA			4100	N
208	Spotsylvania County	88-613 Spots 2.84 <b>180</b>		94%	0%	1%	2%	3%	0%	F	0.077	F	0.574	18000	G
208	Spotsylvania County	88-6 3.74 <b>310</b>	528	94%	]	1%	2%	3%	0%	F	0.086	F	0.648	34000	G
200)	To:	US 1 Four	Mile Fork	0.70	<u> </u>	.,,				•					_
209 Innovation Ave	Loudoun County	0.88 <b>33</b> 0 Entrance	00 G	96%		2%	1%	1%	0%	С	0.109	F	0.573	3500	G
210	Amherst County	SR 3		97%	1%	2%	0%	0%	0%	F	0.135	F	0.723	4500	G
210	Amherst County	0.60 <b>37</b>	00 G	97%	1%	2%	0%	0%	0%	С	0.099	F	0.714	3900	G
	From:	US 29 B	New Market		 	10/	10/			_		_			
211)	Town of New Market (Maint: 85)	0.26 <b>190</b> US 11 New Ma		90% nt	1% 	1%	1%	6%	0%	F	0.093	F	0.649	19000	G
211 Congress St	Town of New Market (Maint: 85)	0.27 <b>87</b> 0		97% H INT	0%	1%	0%	1%	0%	F	0.098	F	0.607	8900	G
211)	Town of New Market (Maint: 85)	0.45 <b>57</b> 0 ECL New	00 G	90%	1%	1%	1%	6%	0%	С	0.082	F	0.508	5800	G
211	Shenandoah County	0.11 <b>57</b> (	00 N	90%	1%	1%	1%	6%	0%	N	0.082	N	0.508	5800	N
211	Shenandoah County	3.14 <b>64</b> 0 Page Cou	00 G	90%	1%	1%	1%	6%	0%	F	0.08	F	0.560	6500	G
211)	Page County	Shenandoah 2.92 <b>56</b> 0	County Line	90%	1%	1%	1%	6%	0%	F	0.084	F	0.56	5800	F
(211)(340)	Page County	5.46 <b>66</b> 0		92%	1%	2%	1%	4%	0%	С	0.085	F	0.517	6800	F
(211)(340)	Town of Luray (Maint: 69)	0.36 <b>130</b>		92%	] <del></del> 1%	2%	1%	4%	0%	F	0.082	F	0.531	13000	F

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	1. 1. 1. 1.		4457		4.77	_		Tru	ıck			K	014	Dir	A A1A/DT	-0144
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(211)(340)	From: Town of Luray (Maint: 69)	0.69	Bus US 211 <b>5500</b>	G	92%	] 1%	2%	1%	3%	0%	С	NA			5600	G
211 ( 340 )	Town or Euray (Maint. 00)		ECL Luray		JZ /0	1.70	2 70	1 70	370	070		14/-1			3000	
(211)(340)	From: ┗— Page County	0.53	5500	N	92%	1%	2%	1%	3%	0%	N	NA			5600	N
	Too		WCL Luray	,		1										
(211)(340)	Town of Luray (Maint: 69)	0.56	5500	N	92%	1%	2%	1%	3%	0%	Ν	NA			5600	Ν
<u> </u>	To- From:		US 340			}										
<u>(211)</u> <u>(211)</u>	Town of Luray (Maint: 69)	0.38	4500	G	95%	0%	2%	1%	2%	0%	С	0.094	Ν	0.501	4500	G
<u>~</u>	Ta- From:		ECL Luray			}—										
(211)	Page County	1.35	3800	F	95%	1%	1%	1%	3%	0%	С	0.094	F	0.501	3900	F
	To- From:	WCL Luray; 6				}										
211	Town of Luray (Maint: 69)	0.28	3800	N	95%	1%	1%	0%	3%	0%	N	0.098	N	0.547	3900	N
	Pogo County	0.46	ECL Luray 3800	F	95%	1%	1%	0%	20/	0%		0.000	F	0.547	2000	F
211	Page County				95%	1%	1%	0%	3%	0%	С	0.098	F	0.547	3900	F
	Page County	US 211 6.40	Bus East of 3000	f Luray <b>F</b>	96%	1%	1%	0%	2%	0%	С	0.106	F	0.679	3100	F
211	To:	Rappahannock (				7	1 /0	0 70	270	0 70	C	0.100	'	0.079	3100	ı
~~~	From	Page Coun	ty Line; Sky	yline Dri	ve	J										
211	Rappahannock County	7.09	2200	F	96%	1%	1%	0%	2%	0%	F	0.105	F	0.529	2300	F
	To- From:		522 Sperryv	ville F	000/		40/	00/	20/	00/		0.000	F	0.500	5000	F
[211][522]	Rappahannock County	4.62	5100		96%	1%	1%	0%	2%	0%	F	0.088	F	0.522	5200	F
(211)(522)	Rappahannock County	US 211 Bu 0.68	s South of V 5500	Washingt F	on 96%	1%	1%	0%	2%	0%	F	0.095	F	0.587	5700	F
(211)(522)	rappariamock County				90 /0	1 /0 7	1 /0	0 70	270	0 70	'	0.033	'	0.567	3700	ı
(211)(522)	From Town of Washington (Maint: 78)	0.02	CL Washingt 5500	ton N	96%	1%	1%	0%	2%	0%	N	0.095	N	0.587	5700	N
(211)(322)	To-		L Washingt			1	.,,									
(211)(522)	Rappahannock County	0.39	5500	N	96%	1%	1%	0%	2%	0%	N	0.095	N	0.587	5700	N
	Too	US 211 Bı	us East of W	Vashingto	on	1										
(211)(522)	Rappahannock County	2.38	6100	F	96%	1%	1%	0%	2%	0%	F	0.094	F	0.511	6200	F
\hookrightarrow	To- From:	US 52	2 Massies C	Corner		1										
211	Rappahannock County	9.17	6100	F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.544	6300	F
<u> </u>	To: From:		eper County annock Cour													
211	Culpeper County (Maint: 78)	2.95	8100	F	97%	1%	1%	0%	1%	0%	С	0.089	F	0.716	8300	F
	To-		SR 229			—										
211	Culpeper County (Maint: 78)	0.95	14000	F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.739	14000	F
<u> </u>	To:		uier County													
211 Lee Hwy	Fauguier County	5.33	27000 eper County	Line G	97%	】 1%	1%	0%	1%	0%	F	0.087	F	0.710	17000	G
(211)	To:		CL Warrente		/-	7	. , •	- / 0	.,•	- / 0	•		-	·•		_

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		CL Warrent		000/	10/	00/	00/	40/	00/	_	0.004	_	0.040	0.4000	
211 Frost Ave	Town of Warrenton	0.44	24000	G	96%	1% -	2%	0%	1%	0%	С	0.091	F	0.646	24000	G
Frank Ave	To		s West of Sl 26000		e 96%	40/	20/	00/	1%	0%		0.004	F	0.00	20000	
211 Frost Ave	Town of Warrenton	0.04 Shirle	y Ave; US 1	G 17 Rus	96%	1% 7	2%	0%	1%	0%	F	0.094	г	0.68	26000	G
Bus Bus	From:	BUS US 17 E				1										
(211) (17) (29) Broadview Ave	Town of Warrenton	0.86	34000	G	96%	1%	2%	0%	1%	0%	С	0.081	F	0.592	34000	G
Bus	To- From:		BUS US 17	7]—										
(211) (29) Lee Hwy	Town of Warrenton	0.55	31000	G	96%	1%	2%	0%	1%	0%	С	0.079	F	0.558	31000	G
	To:	ECL	WARREN	TON]										
Bus	From:	В	roadview A													
(211) Waterloo St	Town of Warrenton	0.62	8400	G	96%	1%	2%	0%	0%	0%	С	0.094	F	0.587	8300	G
Rus	To- From:	A	Alexandria S	St]										
Bus (211)	Town of Warrenton	0.10	12000	G	96%	1%	2%	0%	0%	0%	F	0.088	F	0.729	12000	G
<u>~</u>	To		US 15 Bus			1										
Bus Bus	Town of Warrenton	0.01	15 BUSINI 6700	ESS N	96%	」 1%	3%	0%	1%	0%	N	0.096	N	0.543	6700	N
(211) (15) Main St	Town of Warrenton		lexandria Pi		90%	1 70 7	370	070	170	070	IN	0.090	IN	0.543	6700	IN
Bus Bus	From:		Main St													
(211) (15) Alexandria Pike	Town of Warrenton	0.24	6600	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.579	6500	G
Bus Bus	To- From:		King St													
211 (15) Alexandria St	Town of Warrenton	0.21	9100	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.532	9100	G
\bigcirc	To		Blackwell R													
Bus Bus (211) 15 Blackwell Rd	Town of Warrenton	0.58	lexandria Pi 12000	ke G	98%	」 1%	1%	0%	0%	0%	С	0.097	F	0.630	12000	G
211 15 Blackwell Rd	To-		US US 211			7	1 /0	0 70	0 70	0 70	C	0.037	•	0.030	12000	O
Bus Bus	From:		South of W			Ì										
(211)(522)	Rappahannock County	0.72	1300	F	98%	0%	1%	0%	1%	0%	С	0.091	F	0.515	1400	F
\hookrightarrow	To- From	SC	L Washing	ton		1—										
Bus Bus (211) (522)	Town of Washington (Maint: 78)	0.63	1300	N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.515	1400	N
(211)(522)	Town or Washington (Maint. 70)				3070	7	170	0 70	170	070	14	0.001	.,	0.515	1400	11
Bus Bus	From:		CL Washing											_		
[211][522]	Rappahannock County	0.15	1300	N	98%	0% 7	1%	0%	1%	0%	N	0.091	N	0.515	1400	N
-	From	US 211	East of Was	snington		1										
Bus 211 West Main St	Town of Luray	0.15	US 211 7800	F	98%	」 ○%	1%	1%	0%	0%	F	0.083	F	0.564	8000	F
(211) 77300 1710111 00	. Jown of Edity				0070	7	. 70	. 70	3 / 0	3 /0	•	0.000	•	0.00-	2300	•
Bus	From:		eaksville R													
(211) West Main St	Town of Luray	0.85	8900	F	98%	0% 1	1%	1%	0%	0%	С	0.086	F	0.51	9200	F
	10:		Lee St			<u> </u>										

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

Deute		1 Tillial y al				Б.		Tru	ck			K	011	Dir	A A14/D=	
Route	Jurisdiction	Length		ŲA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus 211 West Main St	Town of Luray	0.33	1 Lee St 9700	F	98%	0%	1%	1%	0%	0%	F	0.083	F	0.521	10000	F
Bus 211 East Main St	Town of Luray	0.98	US 340 12000	F	98%	0%	1%	0%	1%	0%	F	0.077	F	0.51	13000	F
Bus (211) Lee Hwy	Town of Luray	0.14	eservoir Av	F	98%	0%	1%	0%	1%	0%	С	0.084	F	0.519	8900	F
Bus (211) Lee Hwy	Town of Luray	0.72	Collins Rd 6300	F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.535	6500	F
Bus (211)	Page County	0.93	ECL Luray	F	95%	1%	1%	1%	2%	0%	С	0.084	F	0.57	3100	F
211)	Town of Timberville (Maint: 82)		11 East of L outh of Tim 4100		87%	1%	1%	3%	7%	0%	С	0.086	F	0.534	4200	F
211	Rockingham County	3.58	L Timbervi	F	90%	1%	1%	1%	7%	0%	F	0.083	F	0.513	4700	F
211)	Shenandoah County		ndoah Count gham Count 4500	_	90%	1%	1%	1%	7%	0%	С	0.084	F	0.517	4600	G
211)	Town of New Market (Maint: 85)	0.42	L New Mar 4500 est of New 1	N	90%	1% 1	1%	1%	7%	0%	N	0.084	N	0.517	4600	N
212	Stafford County		S 1 Falmout 16000 SR 218		94%	1%	1%	2%	2%	0%	С	0.076	F	0.516	18000	F
213 Manassas Dr	City of Manassas Park	WCL Ma 0.04	nassas Park, 7600	, 76-150 G	94%	1%	4%	0%	0%	0%	F	0.095	F	0.569	8100	G
213 Manassas Dr	City of Manassas Park	1.16	7300	G	94%	1%	4%	0%	0%	0%	С	0.092	F	0.577	7700	G
213) Manassas Dr	City of Manassas Park	0.69	4402 Cabbe 10000 8 Centrevill	G	94%	1%	4%	0%	0%	0%	F	0.1	F	0.625	11000	G
214	Westmoreland County	2.48	SR 3 Lerty 1100 96-609	G	95%] 1%]	2%	1%	1%	0%	С	0.084	F	0.591	1100	G
215) Vint Hill Rd	Fauquier County To:	2.13	5 29 Lee Hw 5900 Villiam Cou	G	95%	1%	3%	1%	1%	0%	С	0.091	F	0.576	5900	G
215 Vint Hill Rd	Prince William County		3900 76-658	_	91%	1%	6%	1%	1%	0%	С	0.094	F	0.663	3900	G

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

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
215) Vint Hill Rd	Prince William County	3.45	76-658 4900 G	91%	】 1%	6%	1%	1%	0%	F	0.092	F	0.691	4900	G
215 Vint Hill Rd	To:		Near Bristow	9170	7	070	1 70	170	070	Г	0.092	Г	0.091	4900	G
	From:		S 17 Hayes		Ī										
(216)	Gloucester County	3.61	8400 F	98%	0%	1%	1%	0%	0%	С	0.087	F	0.641	9200	F
216	To:	36-	649 Achilles												
	From	I	Dead End												
217	Town of Marion (Maint: 86)	2.20	1100 G	99%	0%	0%	0%	0%	0%	С	0.158	F	0.827	1200	G
\smile	То:		SR 16												
	From:		t of Frederickbur												
(218 <i>)</i>	Stafford County	0.47	19000 F	95%	1%	3%	1%	1%	0%	F	0.089	F	0.528	19000	F
$\stackrel{\smile}{=}$	To- From:	(OSR 218]——										
218 218 218 218	Stafford County	0.18	19000 N	95%	1%	3%	1%	1%	0%	Ν	0.076	Ν	0.516	19000	Ν
	To- From-		89-1135		1—										
(218)	Stafford County	0.85	8500 N	95%	1%	3%	1%	1%	0%	Ν	NA			8600	Ν
\bigcirc	To		89-1158		1										
218)	Stafford County	1.82	8500 F	95%	1%	3%	1%	1%	0%	С	0.090	F	0.508	8600	F
	To-		89-606		1										
218	Stafford County	2.05	8500 N	95%	1%	3%	1%	1%	0%	Ν	0.090	N	0.508	8600	N
210	To				7		.,.	.,,							
240	Stafford County	2.09	White Oak Schoo 4400 F	95%	1%	3%	1%	1%	0%	F	0.103	F	0.511	4500	F
218	To:		orge County Line		7	070	170	170	070	•	0.100	•	0.011	4000	•
	From:		rd County Line												
218	King George County	5.93	2500 G	96%	1%	2%	0%	1%	0%	F	0.111	F	0.631	2400	G
	To- From:		48-696]										
218	King George County	1.05	2200 G	96%	1%	2%	0%	1%	0%	С	0.113	F	0.774	2200	G
	Ta	48-60	9 Cash Corner		1										
218	King George County	6.81	1900 G	96%	1%	2%	0%	1%	0%	F	0.13	F	0.832	1900	G
	To:	SR 20	06 Berthaville		1										
218 (206)	King George County		11000 G	95%	1%	3%	0%	1%	0%	С	0.116	F	0.812	11000	G
218 206	Ta-		206 Owens												
249	From: King George County		1100 G	95%	1%	2%	1%	1%	0%	F	0.097	F	0.563	1100	G
218)	Tang dealge dounty			0070	7	270	170	170	070	•	0.007	•	0.000	1100	Ŭ
218	King George County	6.02	South of Owens 4600 G	95%	1%	2%	1%	1%	0%	С	0.097	F	0.784	4600	G
218)	To:		East of Tetotum	9370	1 70	∠70	1 70	1 70	U 70	C	0.097	r	0.704	4000	G
	From:	510 203	US 460		1										
(210)	Town of Rich Creek (Maint: 35)	0.57	9800 G	95%	J 0%	2%	1%	1%	0%	С	0.089	F	0.654	10000	G
219	- F			0070	7	2/0	1 /0	1 /0	U /0	0	0.000	•	0.004	10000	5
	To- From:		Rich Creek	050/	00/	20/	10/	40/	00/	N.I	0.000	, l	0.654	10000	- KI
219	Giles County	1.16	9800 N irginia State Line	95%	0% 7	2%	1%	1%	0%	N	0.089	N	0.654	10000	N
	1M/	west VI	ngima state Line		1										

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
220	Henry County	North (Carolina Sta 12000	te Line A	82%	】 1%	2%	1%	13%	1%	С	0.102	Α	0.597	11000	Α
220)	To To		S US 220 Sc		02 /0	1 <i>7</i> 0	270	1 70	13 70	170		0.102		0.557	11000	
220	Henry County	0.34	13000	F	82%	1%	2%	1%	13%	1%	F	0.071	F	0.524	12000	F
	To- From:		CL Ridgewa	-												
220	Town of Ridgeway (Maint: 44)	0.94	13000	N	82%	1%	2%	1%	13%	1%	N	0.071	N	0.524	12000	N
	Henry County	0.03	CL Ridgewa 13000	ay N	82%	1%	2%	1%	13%	1%	N	0.071	N	0.524	12000	N
220	Herity County					170	2 %	170	13%	170	IN	0.071	IN	0.524	12000	IN
220	Henry County	2.40	20 North of 24000	Ridgew:	ay 82%	1%	2%	1%	13%	1%	F	0.078	F	0.523	24000	F
	Ta- From:		220 S of Ma	artinsville		1										
220 58	Henry County	3.49	17000	F	82%	1%	2%	1%	13%	1%	F	0.073	F	0.577	17000	F
	Ta: From:		58; BUS US			}—										
<u>220</u> <u>220</u>	Henry County	4.00	16000	F	82%	1%	2%	1%	13%	1%	F	0.074	F	0.562	16000	F
	Llong County		9 West of Fi 16000		82%	10/	20/	1%	120/	10/	F	0.070	F	0.501	16000	F
220	Henry County	3.22		F	82%	1% ¬	2%	1%	13%	1%	F	0.072	Г	0.521	16000	F
220 57	Henry County	0.77	7 Bassett F 17000	orks F	82%	1%	2%	1%	13%	1%	F	0.073	F	0.522	16000	F
	To:	SR 5	57; BUS US			1										
220	Henry County	1.98	19000	F	84%	1%	1%	1%	12%	1%	F	0.073	F	0.517	19000	F
	To: From:		44-669			}—										
220	Henry County	3.84	16000	F	84%	1%	1%	1%	12%	1%	F	0.073	F	0.562	17000	F
	From:		klin County 1ry County I													
220	Franklin County	1.90	13000	G	84%	1%	1%	1%	12%	1%	F	0.077	F	0.547	14000	G
	To- From:		33-605]							_			
220	Franklin County	3.96	15000	G	84%	1%	1%	1%	12%	1%	F	0.071	F	0.518	15000	G
	Franklin County	6.70	33-718 15000	G	84%	1%	1%	1%	12%	1%	F	0.067	F	0.519	15000	G
220)	To-		220 S of Roc			 —	170	170	1270	170		0.007	·	0.010	10000	
220	Franklin County	3.18	17000	В	84%	1%	1%	1%	12%	1%	С	0.099	Α	0.579	17000	В
	Tax From:		SR 40													
220	Franklin County	1.35	20000	G	84%	1%	1%	1%	12%	1%	F	0.073	F	0.505	20000	G
	To- From:		220 N of Ro]		461				0.6==			0=	
220	Franklin County	3.73	24000	G	84%	1%	1%	1%	12%	1%	F	0.076	F	0.536	25000	G
220) 220)	Franklin County	3.97	33-697 Soutl 23000	h G	84%	1%	1%	1%	12%	1%	F	0.079	F	0.584	23000	G
220)	Tarikim County		L Boones N		UT /0	7	1 /0	1 /0	12/0	1 /0	'	0.013	'	0.504	20000	J

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pilitary ai				_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From		L Boones M		0.40/	10/	40/	40/	400/	40/	_	0.077	_	0.550	00000	_
[220]	Town of Boones Mill (Maint: 33)	1.32	28000	G	84%	1%	1%	1%	12%	1%	F	0.077	F	0.552	28000	G
~~~	Ta- From:		CL Boones M		84%	40/	40/	40/	400/	40/		0.000	F	0.000	20000	
220	Franklin County	1.17	26000	G	04%	1%	1%	1%	12%	1%	Г	0.082	Г	0.632	26000	G
	Franklin County	0.37	33-613 27000	G	84%	1%	1%	1%	12%	1%	F	0.081	F	0.692	27000	G
220	To:		noke County		04 /0	7	1 /0	1 /0	12 /0	1 /0	'	0.001	•	0.032	27000	U
~~~	From:		klin County													
(220)	Roanoke County	6.17	27000	F	84%	1%	1%	1%	12%	1%	F	0.08	F	0.626	27000	F
	To- From:		e Ridge Park			]—										
(220)	Roanoke County	0.29	28000	F	84%	1%	1%	1%	12%	1%	F	0.081	F	0.634	28000	F
~~	To- From:		SCL Roanok			}										
220 Franklin Rd	City of Roanoke (Maint: 80)	1.50	39000	F	84%	1%	1%	1%	12%	1%	F	0.08	F	0.588	40000	F
~~-	To- From:		20; SR 419			]										
Roy Webber Expwy	City of Roanoke (Maint: 80)	1.80	47000	F	84%	1%	1%	1%	12%	1%	F	0.086	F	0.563	47000	F
~~-	To- From:		Wonju St			]										
Roy Webber Expwy	City of Roanoke (Maint: 80)	1.71	63000	F	84%	1%	1%	1%	12%	1%	F	0.086	F	0.529	63000	F
~~~	To- From:		4 Elm Ave;	I-581		]										
220 581	City of Roanoke (Maint: 80)	0.66		_							stimat	es for this	s segr	ment.		_
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	68000	F	92%	1%	1%	1%	5%	0%	F	NA			76000	F
	Ta- From:		1 Williamso	on Rd		<u> </u>	04 for all	4: 1	L CC:		4	- 41-11				
220 (581)	City of Roanoke (Maint: 80) Combined Traffic Estimates for 2 Parallel Roadways o	0.31	74000	_	92%	ee 1-58 1%	31 for air 1%	ectional 1%	traπic ν 5%	oiume es 0%	stimati	es for this NA	s segr	nent.	83000	F
	Combined Trainic Estimates for 2 Parallel Roadways o			F	92%	170	170	170	5%	U%	Г	INA			63000	Г
	City of Roanoke (Maint: 80)	1.68	460 Orange	Ave	9	See 1-58	R1 for dir	ectional	traffic v	olume es	etimat	es for this	e coar	ment		
220 (581)	Combined Traffic Estimates for 2 Parallel Roadways o		73000	F	92%	1%	1%	1%	5%	0%		0.107	-	0.535	82000	F
	To-		lley View B				170	1,70	070	070		0.101		0.000	02000	
220 581	From: City of Roanoke (Maint: 80)	va	ney view B	ivu	S	∟ See I-58	31 for dir	ectional	traffic v	olume es	stimat	es for this	s segr	ment.		
(220) (301)	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	62000	Α	92%	1%	1%	1%	5%	0%	С	0.107	_	0.535	70000	Α
	Tay)1 Hershberg	er Rd		1										
220 581	City of Roanoke (Maint: 80)	1.75		50	S	ee I-58	31 for dir	ectional	traffic v	olume es	stimat	es for this	s segr	ment.		
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	52000	F	92%	1%	1%	1%	5%	0%	F	NA			58000	F
	To	SR 11	7 Peters Cre	eek Rd		1—										
220 581	Roanoke County	0.84			S	ee I-58	31 for dir	ectional	traffic v	olume es	stimat	es for this	s segr	ment.		
\smile	Combined Traffic Estimates for 2 Parallel Roadways o	on this Route:		F	92%	1%	1%	1%	5%	0%	F	NA			50000	F
	To:		I-81 I-581													
(220)(81)	Roanoke County	2.34	1-381		Ģ	∟ See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	sean	nent.		
(220) (61)	Combined Traffic Estimates for 2 Parallel Roadways o		56000	F	78%	1%	1%	1%	19%	1%		0.097	A	0.536	56000	F
	To:		15 Plantatio		. 0 / 0	٦	. , 0	. / 0	. 5 / 6	. 70	-	0.501		0.000	23000	•

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and Interst	ate Roi	ites											
Deute	livel and a state of	Lameth AADT	<u> </u>	4T:	Dura		Trι	ıck		00	K	011	Dir	A A\A/DT	
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 115 Plantation	n Rd												
220 (81)	Roanoke County	0.84		5	See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segr	ment.		
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 51000	F	78%	1%	1%	1%	18%	1%	F	NA			51000	F
	To:	Botetourt County	/ Line												
~~~	From:	Roanoke County	Line												
(220) (81)	Botetourt County	2.93		5	See I-8	1 for dir	ectional t	raffic vo	olume es	timate	s for this	segr	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 51000	F	78%	1%	1%	1%	18%	1%	F	NA			51000	F
	To:	I-81; ALT SR	220		1										
(220) Roanoke Rd	From <b>L</b> Botetourt County	1.67 <b>22000</b>	<u> </u>	92%	J 0%	1%	1%	6%	0%	F	0.08	F	0.566	23000	G
220 Roanoke rka	Boletourt Godinty			JZ /0	_ 070	1 /0	1 70	070	0 70	•	0.00	•	0.500	23000	O
~~~	To: From:	11-779 North of D													
220	Botetourt County	3.69 12000	G	92%	0%	1%	1%	6%	0%	F	0.081	F	0.576	13000	G
	To:	11-670 Trini	tv		Ъ—										
220	Botetourt County	3.15 11000	В	92%	0%	1%	1%	6%	0%	С	0.096	Α	0.548	12000	В
220					7										
	To- From:	SCL Fincast		000/	201	40/	40/	00/	00/		0.000		0.540	10000	
220}	Town of Fincastle (Maint: 11)	0.11 11000	N	92%	0%	1%	1%	6%	0%	N	0.096	N	0.548	12000	N
	To- From:	11-630 Fincas	tle		-										
220	Town of Fincastle (Maint: 11)	0.18 8600	G	92%	0%	1%	1%	6%	0%	F	0.077	F	0.577	9100	G
	то-Г	NCL Fincast	1-		7										
220 220 220 220	Botetourt County	4.49 8600	N N	92%	0%	1%	1%	6%	0%	N	0.077	N	0.577	9100	N
220	Bolelouri County	4.49 0000	N	92%	U%	170	170	0%	U%	IN	0.077	IN	0.577	9100	IN
	To- From:	11-635]										
220	Botetourt County	6.79 6700	G	92%	0%	1%	1%	6%	0%	F	0.081	F	0.558	7100	G
	To:	SR 43 Y Eagle	Rock												
220	From: L Botetourt County	0.83 6600	G	92%	- 0%	1%	1%	6%	0%	F	0.078	F	0.534	7000	G
(220)	Boletourt Goding			JZ /0	- 070	1 /0	1 /0	070	0 70	•	0.070	•	0.554	7000	O
~~	Ta- From:	11-615													
(220) (42)	Botetourt County	1.32 5700	G	92%	0%	1%	1%	6%	0%	F	0.073	F	0.540	6000	G
	To:	SR 43 North of Eas	de Rock		1										
(220) (42)	Botetourt County	9.95 5900	G	92%	0%	1%	1%	6%	0%	F	0.075	F	0.538	6200	G
(220) (42)					7										
\sim	Town of last Oaks (Maint Oo)	Alleghany Count		000/	-00/	40/	40/	00/	00/	F	0.00	_	0.540	7000	
(220) (42)	Town of Iron Gate (Maint: 03)	0.88 7400	G	92%	0%	1%	1%	6%	0%	F	0.08	F	0.518	7800	G
~ ~	Ta: From:	SCL Iron Ga	te]										
(220) (42)	Alleghany County	0.66 7400	N	92%	0%	1%	1%	6%	0%	Ν	0.08	Ν	0.518	7800	Ν
	Ta	BUS US 22	0		1										
	From: L Alleghany County	0.61 6300	G	92%	0%	1%	1%	6%	0%	F	0.074	F	0.501	6700	G
[220] [42]	Allegitariy County	0.01 6300	G	9270	0%	1 70	1 70	070	070	Г	0.074	Г	0.501	0700	G
Rue	To: From:	BUS US 60)]										
Bus	Alleghany County	0.47 8300	G	88%	1%	1%	1%	9%	0%	С	0.081	F	0.501	8400	G
[220] [60] [42]	Allegitary County			00 /0	1 /0	1 /0	1 /0	370	0 /0	C	0.001	'	0.501	0400	J
Bus	To: From:	03-670													
(220) (60)	Alleghany County	0.19 8700	G	88%	1%	1%	1%	9%	0%	F	0.079	F	0.525	8900	G
(220) (00)	To:	I-64 EAST OF CLIFT			7	. 70	. 70	570	3 / 0	•	0.070	•	0.020	2000	
		1-0-1 LAST OF CLIFT	OITTOK	.UL											

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

							т	. ale			1/		D:-		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle			 2Trail	QC		QK		AAWDT	QW
From:	US 2	20; BUS US	60		J	27 040	0 - 7 15410	TTTGII	ZIIG		1 dotor		1 40101		
Alleghany County	1.06			S	- See I-64	for dire	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	15000	G	75%	1%	1%	1%	22%	1%	F	0.076	F		14000	G
To:	ECI	Clifton Forg	ge		 										
Town of Clifton Forge (Maint: 03	3) 1.55			S	See I-64	for dire	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	15000	G	75%	1%	1%	1%	22%	1%	F	0.076	Ν		14000	G
Tax	WC	L Clifton For	oe.		1										
Alleghany County	0.86	E CHILOH I OL	<u> </u>	5	⊒ See I-64	for dire	ectional t	raffic vo	olume es	timate	s for this	seam	nent.		
		15000	G							F		5		14000	G
To:					<u>.</u>	.,,	.,,		. , ,	•					
Alleghany County		S 60 BUS US	5 220		See 1-64	1 for dire	ectional t	raffic vo	dume es	timate	e for this	seam	ent		
9 , ,		20000	G							F		ocgii	iciit.	18000	G
Combined Trainic Estimates for 2 Faraller Roadway	S OII tills Route.		<u> </u>	1570	1 /0	1 /0	1 /0	22 /0	1 /0	'	INA			10000	G
From:	4.00	03-696			<u> </u>		-4!1.4	cc:		·· · -	- 6 41-1-				
3 , ,			_									segm	ient.		_
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:		G	75%	1% T	1%	1%	22%	1%	F	NA			18000	G
From:															
Alleghany County	0.64	_	G	92%	」 1%	1%	1%	5%	0%	F	0.086	F	0.543	15000	G
Tall					٦	.,.	.,.			-		-			_
City of Covington				02%	1%	1%	1%	5%	0%	C	0.002	F	0.506	1/1000	G
City of Covington	0.40	13000	<u> </u>	92 /0	1 /0	1 /0	1 /0	370	0 /6	C	0.092	'	0.500	14000	G
Ta: From:		•											_		
City of Covington	0.26	15000	G	93%	1%	1%	1%	4%	0%	С	0.091	F	0.5	16000	G
To: From:	S Hi	ghland Avenu	ue		}										
City of Covington	0.12	14000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.525	15000	G
Tax	SM	Ionroe Avenu	ie		—										
City of Covington	0.93	10000	G	96%	1%	1%	1%	1%	0%	F	0.08	F	0.567	11000	G
To-	E	I amust Etmaat													
City of Covington				96%	1%	1%	1%	1%	0%	F	0.083	F	0 542	11000	G
City of Govington				3070	7/0	1 /0	1 /0	170	070	•	0.000	•	0.042	11000	J
From				000/	<u> </u>	40/	40/	10/	201	_		_			_
City of Covington	0.66	6900	G	96%	1%	1%	1%	1%	0%	C	0.093	F	0.593	7400	G
To: From:					}										
Alleghany County	1.61	5600	G	96%	1%	1%	1%	1%	0%	С	0.086	F	0.591	5700	G
To:	03-0	687 Clearwate	er		—										
Alleghany County	8.28	1900	G	86%	2%	4%	3%	5%	0%	С	0.084	F	0.574	1900	G
To:															
From:											_				
Bath County	7.49	2400	F	94%	1%	1%	1%	3%	0%	С	0.101	F	0.581	2500	F
T ₀	08-6	58 Hot Sprin	gs		 										
Bath County	5.43	4500	F	94%	1%	1%	1%	3%	0%	F	0.093	F	0.631	4700	F
· · · · · · · · · · · · · · · · · · ·		9 Warm Sprir			7										
	Alleghany County Combined Traffic Estimates for 2 Parallel Roadway Town of Clifton Forge (Maint: 03 Combined Traffic Estimates for 2 Parallel Roadway Alleghany County Combined Traffic Estimates for 2 Parallel Roadway Alleghany County Combined Traffic Estimates for 2 Parallel Roadway Combined Traffic Estimates for 2 Parallel Roadway Alleghany County Combined Traffic Estimates for 2 Parallel Roadway Combined Traffic Estimates for 2 Parallel Roa	Alleghany County 1.06 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Town of Clifton Forge (Maint: 03) 1.55 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Alleghany County 0.86 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Alleghany County 2.34 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Alleghany County 2.34 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Alleghany County 4.98 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Alleghany County 0.64 Alleghany County 0.64 City of Covington 0.46 City of Covington 0.46 City of Covington 0.12 City of Covington 0.93 From SN City of Covington 0.62 Alleghany County 0.66 Alleghany County 1.61 Alleghany County 1.61 Alleghany County 1.61 Alleghany County 1.61 Bath County 7.49 Bath County 7.49	Alleghany County Alleghany County Alleghany County Town of Clifton Forge (Maint: 03) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	Alleghany County	Alleghany County	Alleghany County	Alleghany County	Sec -64 for directional Sec -64 for directional	Alleghany County	Length AADT QA 4Tire Paralle 2Trail 2Trail 2Trail 2Trail 2Trail 2Trail Alleghany County 1.06 See Length AADT QA 4Tire Bus 2Axid 17rai 2Trai QC	Length AAD QA 4Tire Bus 2Axle 3+Axle 1Tiral 2Trail QC 5 5 5 5 5 5 5 5 5	Length AADT Combined Traffic Estimates for 2 Parallel Roadways on this Route: 15000 G 75% 1% 1% 1% 27% 1% F 0.076 F 0.07	Length AADT Contingent Name	See 1-84 for directional traffic Estimates for 2 Parallel Roadways on this Route: 15000 G 75% 1% 1% 1% 1% 27% 1% 1% 1% 1% 1% 1% 1%	

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ck			K		Dir		
Jurisdiction .	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:				040/	40/	20/	20/	5 0/	00/	_	0.000	_	0.505	2200	
Bath County					1%	2%	2%	5%	0%	г	0.086	Г	0.585	2300	F
Bath County					1%	2%	2%	5%	0%	С	0.093	F	0.623	1100	F
To															
Bath County	5.56	610	F	91%	1%	2%	2%	5%	0%	F	0.089	F	0.536	630	F
To: From:		08-623			}—										
Bath County		520		91%	1%	2%	2%	5%	0%	F	0.091	F	0.688	530	F
From:															
Highland County	8.62	560	F	91%	1%	2%	2%	5%	0%	F	0.101	F	0.6	570	F
To: From:]										
Highland County	3.47	780	F	91%	1%	2%	2%	5%	0%	F	0.104	F	0.503	800	F
To: From:				222/	<u> </u>	201	40/	40/	201			_			
Highland County				93%	0%	2%	1%	4%	0%	F	0.096	F	0.694	1600	F
Town of Monterey (Maint: 45)				93%	0%	2%	1%	4%	0%	N	0.096	N	0 694	1600	N
To:	0.00					270	170	170	070	.,	0.000	.,	0.001	1000	
Town of Monterey (Maint: 45)	0.19	1400	F	93%	0%	2%	1%	4%	0%	С	0.091	F	0.533	1400	F
Tax	NO	CL Monterey	:V		1										
Highland County	6.30	1400	N	93%	0%	2%	1%	4%	0%	Ν	0.091	Ν	0.533	1400	Ν
Ta: From:	45-642				}										
Highland County	1.12			93%	0%	2%	1%	4%	0%	F	0.093	F	0.52	750	F
Eron:				T	<u> </u>										
Alleghany County					J 1%	1%	1%	5%	0%	N	0.086	N	0.543	15000	N
To:		US 220			1										
From:	US 220 1	Near Clifton	n Forge												
Alleghany County	0.80	2100	G	96%	0%	1%	1%	1%	0%	С	0.085	F	0.522	2200	G
To: From:	SCL	Clifton For	rge		}—										
Town of Clifton Forge	0.70	2800	G	96%	0%	2%	1%	1%	0%	С	0.088	F	0.562	2800	G
To- From:	Ţ	US 60 Bus			<u> </u>										
Town of Clifton Forge	0.06	7300	G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.501	7400	G
		B ST			1										
Town of Clifton Forge	0.26		G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.512	7400	G
To:				31 /0	7	. 70	. 70	1,0	0,0	•	3.001	•	3.012	, 100	_
	Bath County Bath County Bath County Bath County Bath County To: Front: Highland County Highland County Town of Monterey (Maint: 45) Town of Monterey (Maint: 45) Highland County Highland County Town of Monterey (Maint: 45) Town of Monterey (Maint: 45) Highland County Highland County Town of Monterey (Maint: 45) Bath County	Bath County	Bath County	Bath County	Bath County	Bath County	Bath County	Durisdiction Length AADT QA 4Tire Bus 2AAUe 3+Axle 1Trail	Bath County	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC	SR 39 North of Warm Springs	Second Company Compa	Second Second	Length AADT QA 4Tire Bus Str. 39 Number Str. 30 Number Str	

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

		a.y ai						Tru	ck			K		Dir		
Route	Jurisdiction	Length			4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:		DGEWAY		070/	00/	40/	40/	40/	00/	_	0.005	_		4000	
(220) (60) (188) (188) Main Stre	Town of Clifton Forge	0.07	4700	G	97%	0%	1%	1%	1%	0%	F	0.085	F		4800	G
	Combined Traffic Estimates for 2 Parallel Roadway		11000 ESSWICK	N et	97%	0%	1%	1%	1%	0%	N	NA			11000	N
Bus Bus	From:		MAIN ST	31												
(220) (60) Kesswick Street	Town of Clifton Forge	0.14	4600	G	97%	0%	1%	1%	1%	0%	С	0.085	F		4700	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	11000	G	97%	0%	1%	1%	1%	0%	F	NA			11000	G
	To:	RO	OXBURY													
Bus Bus	From:		ESSWICK]					_		_			_
[220] [60] Roxbury Street	Town of Clifton Forge	0.05	7100	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.956	7200	G
	Combined Traffic Estimates for Parallel Roadway		NA	OTE		7						NA			NA	
Bus Bus	From:		DGEWAY OXBURY			1										
220 60 Ridgeway Street	Town of Clifton Forge	0.61	9900	G	96%	0%	1%	2%	1%	0%	С	0.093	F	0.622	10000	G
(220) (00) 1 mg 1 mg 1	T					7		_,,		- , ,	_		•			
Bus Bus	From:		6TH ST													
(220) (60) Ridgeway Street	Town of Clifton Forge	0.27	9000	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.646	9100	G
	To	WC	L Clifton F	Forge		1										
Bus Bus	Alleghany County	0.44	9200	G	97%	0%	1%	1%	1%	0%	С	0.099	F	0.611	9400	G
[220] [60]	Allegrany County		I-64 SR 38		9170	7	1 70	1 70	170	070	C	0.099	Г	0.011	9400	G
Dura	From:	-			-1	1										
Bus 220 Franklin Rd	City of Roanoke (Maint: 80)	US 220; SR 0.27	23000	or Roan	оке 98%	J 0%	1%	0%	0%	0%	С	0.084	F	0.529	25000	F
Franklin Rd	City of Roanoke (Maint. 60)	1			30 /0	0 /0	1 /0	0 70	070	0 70	C	0.004	•	0.525	23000	'
Bus	To: From:	F	Penarth Roa	nd												
220 Franklin Rd	City of Roanoke	1.26	18000	F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.516	19000	F
<u> </u>	To:	12	28-3 Wonju	St		1										
Bus	From:				000/	-	40/	00/	00/	00/	_	0.00-	_	0.040	44000	_
[220] Franklin Rd	City of Roanoke	0.38	9800	F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.616	11000	F
Bus	To: From:	128-80	03 McClar	ahan St]										
220 Franklin Rd	City of Roanoke	0.41	9400	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.512	10000	F
2220	To:	128-801	5; I-581 U	nderpass												
Bus	From:	US 220 S	outh of Ro	cky Mou	nt						-		-	-		
Bus (220)	Franklin County	1.76	6000	G	96%	0%	1%	0%	2%	0%	С	0.101	F	0.600	6100	G
2220	To:	901	Dodgy M	aumt.		1										
Bus	From		L Rocky M					_		_				_		
(220)	Town of Rocky Mount	0.10	6100	G	96%	0%	1%	0%	2%	0%	F	0.084	F	0.574	6200	G
<u>~</u>	To: From:	Sci	uffling Hill	Rd]										
Bus (220) South Main St	Town of Rocky Mount	0.81	6200	G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.574	6300	G
(220) South Main St	TOWN OF NOCKY MOUTH	0.01			JU /0	0 /0	1 /0	U /0	1 /0	U /0	U	0.081	'	0.374	0300	J
Bus	To: From:		Floyd Ave	;		_										
South Main St	Town of Rocky Mount	0.24	9100	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.544	9200	G
	To:	Т	anyard Roa	ad												

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

Route Bus 220 South Main St	Jurisdiction	Length	$\Lambda \Lambda DT$					Tru				K		Dir		~
			AADI	QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
1 000 (Solith Main St	From:		anyard Road		000/	00/	40/	00/	40/	00/	_	0.000	_	0.507	5700	
220 60001 Wall of	Town of Rocky Mount	80.0	5600	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.587	5700	G
Bus	To- From:		laiborne Ave													
220 South Main St	Town of Rocky Mount	0.15	4600	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.548	4700	G
Bus	To- From:		Pell Ave			_										
220 40	Town of Rocky Mount	0.03	13000	G	98%	0%	1%	0%	1%	0%	F	0.088	N	0.528	13000	G
Bus	To- From:		Franklin St			}										
North Main St	Town of Rocky Mount	0.54	10000	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.528	10000	G
<u></u>	To- From:	Nor	th Int Circle	Dr]—										
Bus 220 North Main St	Town of Rocky Mount	1.05	9500	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.546	9600	G
<u> </u>	To-	NCI	L Rocky Mo	unt		1—										
Bus (220)	Franklin County	0.57	13000	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.513	13000	G
	To		N of Rocky			1	.,,	.,,	.,.							
Bus	From:		US 220]										
Bus (220)	Henry County	3.21	16000	F	94%	0%	1%	1%	4%	0%	С	0.084	F	0.571	17000	F
Bus Bus	To- From:	US 58 S	outh of Mart	tinsville]										
(220) (58)	Henry County	0.72	22000	F	96%	1%	1%	1%	2%	0%	F	0.077	F	0.574	23000	F
Bus Bus	To- From:	SCL N	MARTINSV	ILLE]—										
220 58 Memorial Blvd.	City of Martinsville	0.71	23000	F	96%	1%	1%	1%	2%	0%	С	0.083	F	0.554	25000	F
\bigcirc	To- From:	STA	ARLING AV	VE		1—										
Bus (220) (57) Memorial Blvd	City of Martinsville	0.25	18000	F	96%	- 1%	1%	1%	2%	0%	F	0.087	F	0.558	20000	F
\bigcirc	To:	I	Broad Street			1										
Bus (220) (57) Memorial Blvd	City of Martinsville	0.85	Broad Sreet 13000	F	96%	」 1%	1%	1%	2%	0%	С	0.085	F	0.512	14000	F
(220) (37) Welleria Biva	Only of Ividitinovine		Fayette St		0070		170	170	270	070		0.000		0.012	14000	<u>'</u>
Bus Mamarial Plud	From:		-	F	96%	J 0%	10/	10/	2%	00/	C	0.000	F	0.505	16000	_
(220) Memorial Blvd	City of Martinsville	0.65	15000		96%	U% 7	1%	1%	2%	0%	С	0.082	г	0.505	16000	F
Bus	From:		L Martinsvi													
(220) Memorial Blvd	Henry County	2.29	23000	F	96%	0%	1%	1%	2%	0%	F	0.085	F	0.539	23000	F
Bus	To- From:		44-609			<u> </u>										
220	Henry County	2.02	23000	F	97%	1%	1%	0%	2%	0%	С	0.101	F	0.535	25000	F
	To:		3 220 & SR			<u> </u>										
Bus (220) Mooreland Ave	Henry County	US 220 0.30	South of Ric	dgeway F	98%	」 1%	0%	0%	1%	0%	F	0.091	F	0.609	2100	F
220) 111001 510110 7 100	To:		CL Ridgewa		30 /0	1./	0 /0	0 /0	170			3.001		J.000		<u>'</u>

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pililary ar	ia iritorott	210 1100	100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	S	CL Ridgewa	ay				0 7 0 0 0						. 4515.		
(220) Mooreland Ave	Town of Ridgeway (Maint: 44)	0.53	2100	N	98%	1%	0%	0%	1%	0%	Ν	0.091	Ν	0.609	2100	Ν
Bus	To- From:	SR	87 Ridgew	ay		}										
(220)	Town of Ridgeway (Maint: 44)	0.81	4400	F	98%	1%	0%	0%	1%	0%	С	0.083	F	0.545	4500	F
<u> </u>	To:	N	CL Ridgewa	av												
Bus	From: L				98%	40/	00/	00/	40/	00/	N.	0.000	N.	0.545	4500	N.
(220)	Henry County	0.04	4400 North of Ri	N	98%	1% 7	0%	0%	1%	0%	N	0.083	N	0.545	4500	N
ALT ALT	From:		S 220, ALT			1										
(220) (460) (11) (116) Orange Ave	City of Roanoke	0.24	45000	F	95%	1%	1%	1%	2%	0%	F	0.074	F	0.518	50000	F
	To:	IIS 1	1 Williamso	n Rd		1										
ALT Orongo Ava	City of Roanoke	0.49	43000	F	97%	0%	1%	0%	1%	0%	С	0.079	F	0.542	47000	F
220 460 221 Orange Ave	City of Roalloke				9170	U%	1 70	U 70	170	070	C	0.079	г	0.542	47000	Г
ALT	To- From:	SR	115 Hollins	Rd		<u> </u>										
(220) (460) (221) Orange Ave	City of Roanoke	1.14	41000	F	93%	0%	1%	1%	5%	0%	F	0.079	F	0.559	43000	F
ALT	Ta- From:		24th St			}——										
(220) (460) (221) Orange Ave	City of Roanoke	1.37	31000	F	93%	0%	1%	1%	5%	0%	F	0.073	F	0.518	33000	F
	To:	129	8-8055 King	St		1										
ALT Orongo Ava	City of Roanoke	0.18	38000	F	93%	0%	1%	1%	5%	0%	F	0.076	F	0.512	40000	F
220 460 221 Orange Ave	To:		oke County		93%	7 7	1 70	1 70	370	070	Г	0.076	Г	0.513	40000	Г
ALT	From:		CL Roanok													
(220) (460) (221) Challenger Ave	Roanoke County	1.63	33000	Α	93%	0%	1%	1%	5%	0%	С	0.093	Α	0.575	35000	Α
ALT	Ta- From:	US 4	460 BONSA	ACK		}—										
(220) Cloverdale Rd	Roanoke County	0.50	23000	F	86%	1%	2%	1%	10%	0%	F	0.087	F	0.539	24000	F
	To:		ourt County													
ALT Clayordala Dd	Potetourt County		oke County		86%	10/	20/	10/	100/	00/	0	0.400	۸	0.552	10000	В
(220) Cloverdale Rd	Botetourt County	4.54	17000	В	00%	1%	2%	1%	10%	0%	С	0.102	Α	0.553	18000	В
ALT	To- From:		US 11													
(220)	Botetourt County	0.07	36000	G	86%	1%	2%	1%	10%	0%	F	0.076	F	0.573	38000	G
	To:		-81; US 220													
\sim	Grayson County	North (Carolina Sta 1900	te Line G	92%] 0%	2%	1%	4%	0%	С	0.093	F	0 501	1900	G
(221) (21)	Grayson County				92%	U% -	2 %	170	4%	0%	C	0.093	Г	0.581	1900	G
	Town of Independence (Mainty 29)		Independer		020/	00/	20/	10/	40/	00/	N.I.	0.002	NI.	0.501	1000	NI.
[221] [21]	Town of Independence (Maint: 38)	0.47 RT 58 I	1900 NDEPEND	N DENCE	92%	0% 7	2%	1%	4%	0%	N	0.093	N	0.581	1900	N
	From:		NDEPEND													
(221) (58)	Town of Independence (Maint: 38)	1.20	6500	G	91%	1%	2%	2%	3%	0%	F	0.098	F	0.528	6600	G
<u> </u>	To- From:	CL	Independer	nce]——										
(221) (58)	Grayson County	1.55	6500	N	91%	1%	2%	2%	3%	0%	Ν	0.098	N	0.528	6600	Ν
<u>~</u> ~	To-	SR 274 E	East of Indep	endence	!	<u> </u>										

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Ü	AADT			Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(221) (58)	Grayson County	SR 274 I 8.68	East of Indep 5000	G G	91%	1%	2%	2%	3%	0%	С	0.096	F	0.547	5100	G
\bigcirc	To: From:	SR 94 V	WEST OF C	GALAX		1										
221 58	Grayson County	1.36	8900	G	91%	1%	2%	2%	3%	0%	F	0.09	F	0.612	9000	G
221) (58) Galax Bypass	City of Galax	0.47	WCL Galax 9700	G	95%	0%	3%	0%	2%	0%	С	0.096	F	0.619	10000	G
~ ~	To: From:		Oldtown Rd													
221 58 Galax Bypass	City of Galax	1.10	7800	G	95%	0%	3%	0%	2%	0%	F	0.095	F	0.626	8200	G
221 58 Galax Bypass	City of Galax	0.20	Fries Rd 13000	G	95%	0%	3%	0%	2%	0%	F	0.090	F	0.605	14000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		R 89 MAIN 5			_										
221 58 Stuart Dr	City of Galax	0.34	16000	G	95%	0%	3%	0%	2%	0%	F	0.09	F	0.582	17000	G
221) (58) Stuart Dr	City of Galax	1.81	20000	G	95%	0%	3%	0%	2%	0%	F	0.083	F	0.543	21000	G
221 (58) Stuart Dr	City of Galax	1.10	Haynes Rd <b>16000</b>	G	93%	0%	3%	1%	3%	0%	С	0.084	F	0.581	17000	G
221) (30)	To		ECL Galax													
221 58	Carroll County	2.66	15000	G	92%	0%	3%	1%	4%	0%	F	0.078	F	0.536	15000	G
221)(58)	Carroll County	0.67	17-887 <b>16000</b>	G	92%	0%	3%	1%	4%	0%	F	0.079	F	0.523	16000	G
<u></u>	Tac From:		17-872			]										
221 58	Carroll County	3.69	14000	G	92%	0%	3%	1%	4%	0%	С	80.0	F	0.519	15000	G
	Carroll County	0.72	I-77 <b>15000</b>	G	91%	0%	3%	1%	4%	0%	F	0.081	F	0.573	15000	G
[221] [58]	Carron County		CL Hillsville		91/0	□ 0 /0 □	3 /0	1 /0	4 /0	0 /6	'	0.001	'	0.575	13000	G
221) (58)	Town of Hillsville (Maint: 17)	2.10	15000	N	91%	0%	3%	1%	4%	0%	N	0.081	N	0.573	15000	N
~~	To- From:		US 58			]							_			
221	Town of Hillsville (Maint: 17)	0.56	7200	G	94%	1%	2%	1%	2%	0%	F	0.086	F	0.582	7300	G
221) 221) 221) 221)	Carroll County	0.88	7200	N N	94%	1%	2%	1%	2%	0%	N	0.086	N	0.582	7300	N
~~~	To- From:		0 East of Hil			<del>]</del>										
221)	Carroll County	6.77	2500	G	94%	1% ¬	2%	1%	2%	0%	F	0.089	F	0.607	2500	G
221	Carroll County	3.37	7-638 Dugsp 1700	G G	94%	1%	2%	1%	2%	0%	F	0.087	F	0.606	1700	G
<u> </u>	To		yd County L													
221	Floyd County	4.50	roll County I	Line G	94%	1%	2%	1%	2%	0%	F	0.085	F	0.522	1900	G
<u> </u>	To:	31-	787 Near Wi	illis												

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

		Primary ar						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		787 Near W	illis												
(221)	Floyd County	2.91	2600	В	94%	1%	2%	1%	2%	0%	С	0.11	Α	0.58	2700	В
	To- From:		31-750			]										
221	Floyd County	8.26	2900	G	94%	1%	2%	1%	2%	0%	F	0.083	F	0.651	2900	G
	To		WCL Floyd	i		1										
221	Town of Floyd (Maint: 31)	0.33	2900	N	94%	1%	2%	1%	2%	0%	Ν	0.083	Ν	0.651	2900	Ν
	To	SI	R 8 Floyd C	Н		1										
221	Town of Floyd (Maint: 31)	0.61	8000	G	92%	1%	4%	1%	1%	0%	F	0.083	F	0.526	8100	G
	To-		ECL Floyd			1										
221	Floyd County	2.04	8000	N	92%	1%	4%	1%	1%	0%	Ν	0.083	Ν	0.526	8100	Ν
	To-	31 860 N	lortheast of	Floyd Cl	1											
221	From: Floyd County	6.97	2500	G	92%	1%	4%	1%	1%	0%	F	0.084	F	0.553	2600	G
221)	To.					٦										
221       221	From: Floyd County	3.79	31-661 <b>2000</b>	G	92%	1%	4%	1%	1%	0%	С	0.101	F	0.591	2000	G
221)	To-					٦	.,,	. , 0	.,,	• 70			•	0.00		Ū
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Floyd County	7.20	2 Meadow I 2900	G Kun Kd	92%	1%	4%	1%	1%	0%	F	0.097	F	0.655	3000	G
221	To:		noke County		32 /0	٦ ' '	7/0	1 /0	1 /0	0 70	'	0.031	'	0.055	3000	U
	From:		yd County l													
221 Bent Mountain Rd	Roanoke County	2.40	3600	F	98%	0%	1%	1%	0%	0%	F	0.097	F	0.617	3700	F
<u> </u>	To	80-7	'08 Ivy Ridg	ge Rd		1										
221 Bent Mountain Rd	Roanoke County	1.46	3800	F	98%	0%	1%	1%	0%	0%	F	0.093	F	0.64	3900	F
<u> </u>	To:	80)-711 Airpo	int		1—										
221 Bent Mountain Rd	Roanoke County	7.31	7200	F	98%	0%	1%	1%	0%	0%	F	0.096	F	0.823	7400	F
<i></i>	To:		88 Cotton H													
221 Brambleton Rd	Poonoko County	80-897 Cry 0.22	stal Creek l 13000	Dr; 80-16 F	98%	_ 0%	1%	1%	0%	0%	С	0.104	F	0.907	15000	F
221 Brambleton Ru	Roanoke County	0.22	80-1683	Г	96%	∪‰ 7	170	170	U%	0%	C	0.104	Г	0.807	15000	Г
	From:	80-16	83 Arlingto	n Hills												
221 Brambleton Rd	Roanoke County	1.36	23000	F	98%	0%	1%	1%	0%	0%	F	0.094	F	0.617	25000	F
<u> </u>	To. From:	SR	419 Electri	c Rd		1—										
221 Brambleton Ave	Roanoke County	1.14	15000	F	99%	0%	0%	0%	0%	0%	С	0.103	F	0.567	17000	F
 -)	Too	V	VCL Roano	ke		—										
221 Brambleton Ave	City of Roanoke	1.39	14000	F	99%	- 1 0%	0%	0%	0%	0%	С	0.098	F	0.59	15000	F
221)	Tec		verland Ro	ad		٦										
221 Brambleton Ave	City of Roanoke	0.52	7700	aa F	99%	0%	0%	0%	0%	0%	F	0.106	F	0.655	8400	F
221) 5.6	The state of the s					7/0	- 70	5 / 0	270	- 70	•	500	•	0.000	2100	•
221 Main St	City of Roanoke	1.19	Brandon Av 8900	e F	99%	0%	0%	0%	0%	0%	F	0.102	F	0.633	9700	F
221) Wall St	City of Modifiche	1.18		'	JJ /0	7	0 /0	0 /0	0 /0	0 /0	'	0.102	'	0.000	3100	'
TIM AVO	City of Doorsto	0.40	8th St	F	000/		40/	00/	00/	00/		0.004		0.600	10000	F
221 Elm Ave	City of Roanoke	0.46	11000		98%	0%	1%	0%	0%	0%	С	0.094	F	0.692	12000	F
	10.	US	220 Frankli	ıı Kü		1										

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

1		i iiiiai y ai	iu ii itei sie	210 1100	100			т	ماد			1/		D:-		
Route	Jurisdiction	Length		QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Flm Avo	City of Roanoke	US 2 0.30	220 Franklir 9000	n Rd F	98%] 0%	1%	0%	0%	0%	_	0.083	F	0.528	9800	F
Elm Ave	Combined Traffic Estimates for 2 Parallel Roadway			F	99%	0%	1%	0%	0%	0%	F	0.063 NA	Г	0.526	19000	F
	Combined Tramic Estimates for 2 Parallel Roadway		R 24 SR 11		9970	7	1 70	U 70	U70	070	Г	INA			19000	Г
-	From:		16 US 221 H													
221 116 Jefferson St	City of Roanoke	0.18	6200	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.576	6700	F
	Ta	US	11 Salem A	Ave		1										
(221) (11) (116) Campbell Ave	City of Roanoke	0.05	7200	N	98%	0%	1%	0%	0%	0%	Ν	0.092	Ν	0.755	8100	N
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	11000	N	98%	0%	1%	0%	0%	0%	Ν	NA			12000	N
	To:		illiamson R													
$\sim\sim$	From		ALEM AV													
(221) (11) (116) Williamson Rd	City of Roanoke	0.22	22000	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.517	25000	F
\$\frac{1}{2}	To: From:	She	enandoah A	ve]										
(221) (11) (116) Williamson Rd	City of Roanoke	0.15	18000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.6	20000	F
\bigcirc	To		I-581			1										
(221) (11) (116) Williamson Rd	City of Roanoke	0.50	11000	F	93%	0%	2%	4%	1%	0%	С	0.084	F	0.502	11000	F
221) (1) (10)	Ta		DT 460 C			7										
ALT	From:	1	RT 460 S													
(221)(460)(220) Orange Ave	City of Roanoke	0.49	43000	F	97%	0%	1%	0%	1%	0%	С	0.079	F	0.542	47000	F
<u> </u>	To	SR	115 Hollins	Rd		}										
ALT Orange Ave	City of Roanoke	1.14	41000	F	93%	0%	1%	1%	5%	0%	F	0.079	F	0.559	43000	F
221 460 220 Orange Ave	City of Roalloke	1.14			95 /0	U /0	1 /0	1 /0	J /0	0 /0	'	0.079	'	0.559	43000	'
ALT	Ta- From:		24th St			_										
(221)(460)(220) Orange Ave	City of Roanoke	1.37	31000	F	93%	0%	1%	1%	5%	0%	F	0.073	F	0.518	33000	F
\bigcirc	Ta	128	8-8055 King	St		—										
ALT Cross of Aug	City of Doorels			F	93%	0%	40/	40/	- 0/	0%	F	0.070	F	0.540	40000	F
221 460 220 Orange Ave	City of Roanoke	0.18	38000	Г	93%	U% _	1%	1%	5%	0%	Г	0.076	Г	0.513	40000	Г
ALT	To: From:	Е	CL Roanok	e		J										
221 460 220 Challenger Ave	Roanoke County	1.63	33000	Α	93%	0%	1%	1%	5%	0%	С	0.093	Α	0.575	35000	Α
	To	ALTIIS	220 Clove	rdala P.d												
(221)(460) Challenger Ave	Roanoke County	0.34	33000	F	93%	0%	1%	1%	5%	0%	F	0.084	F	0.575	34000	F
Challenger Ave	To:		ourt County		3370	7	170	170	370	0 70	•	0.004	'	0.575	34000	'
_	From:		oke County													
(221)(460)	Botetourt County	2.55	29000	G	93%	0%	1%	1%	5%	0%	F	0.082	F	0.573	31000	G
	To	Dluo	Didaa Dark			1										
(004)(400)	Botetourt County	2.94	Ridge Park	way A	87%	1%	1%	2%	9%	0%	С	0.098	Α	0.569	22000	Α
[221][460]	To:		ord County		01 /0	7	1 /0	∠ /0	J /0	U /0	O	0.080	^	0.508	22000	^
	From:		ourt County			1										
(221)(460)	Bedford County	4.18	17000	G	87%	1%	1%	2%	9%	0%	F	0.079	F	0.575	18000	G
	To		11-695			7										
(200)	From: Bedford County	7.69	15000	G	87%	1%	1%	2%	9%	0%	F	0.077	F	0.505	16000	G
[221][460]	Dedicite County	7.09	09-831	G	0170	1 70 7	1 70	∠70	970	U 70	Г	0.077	Г	0.505	10000	G
		<u> </u>	07-031													

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru		OT!!	QC	K	QK	Dir	AAWDT	QW
	From:		09-831]	ZAXIE	3+Axle	TTrail	21 raii		Factor		Factor		
(221)(460)	Bedford County	2.75	17000	G	87%	1% 1	1%	2%	9%	0%	F	0.077	F	0.538	18000	G
\sim	From:		/CL Bedfor		070/	40/	40/	00/	00/	00/	_	0.077	_	0.000	04000	
221 (460)	City of Bedford (Maint: 09)	0.67	21000 OLD TNP	G PK PD	87%	1% L	1%	2%	9%	0%	F	0.077	F	0.603	21000	G
8us (221)(460)	City of Bedford (Maint: 09)	0.33	8000	N	97%	1%	1%	1%	1%	0%	N	0.088	N	0.552	8500	N
Bus	To- From:		Oakcrest St			 										
(221)(460)	City of Bedford	0.68	8000	G	97%	1%	1%	1%	1%	0%	С	0.088	F	0.552	8500	G
Bus	To: From:	0.07	4th St		070/	40/	40/	40/	40/	00/	_	0.000		0.504	0.400	
(221) (460) W Main St	City of Bedford	0.07	6000	G	97%	1% L	1%	1%	1%	0%	F	0.096	F	0.501	6400	G
Bus Bus (221) (460) (122) W Main St	City of Bedford	0.19	Crenshaw St 7000	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.519	7400	G
\hookrightarrow	The	1	N Bridge St		01 70	1.70	170	170	170	070	•	0.002		0.010	7 400	
(221) (43) (122) N Bridge St	City of Bedford	0.16	E Main St 6000	G	95%	1%	2%	1%	1%	0%	F	0.090	F	0.63	6300	G
Bus	To: From:	E	Bedford Ave	;		}——										
221 43 122 N Bridge St	City of Bedford	0.11	9100	G	95%	1%	2%	1%	1%	0%	С	0.087	F	0.569	9700	G
Bus	To: From:		Peaks St			 										
221 122 Longwood Ave	City of Bedford	0.71	8400	G	95%	1%	2%	1%	1%	0%	F	0.096	F	0.540	8900	G
Bus Company Ave	To: From:		Dakwood St		000/	40/	20/	40/	40/	00/		0.002	_	0.500	44000	
221 122 Longwood Ave	City of Bedford	0.47	10000 Forest Road	G	96%	1%]	2%	1%	1%	0%	С	0.093	F	0.508	11000	G
221 Forest Rd	City of Bedford	0.68	ongwood Av 5800	re G	93%	1%	3%	0%	2%	0%	С	0.095	F	0.512	6100	G
	To		CL Bedford		0070		<u> </u>	<u> </u>	270	070		0.000		0.012	0100	
(221) Forest Rd	Bedford County	2.22	5700	G	93%	1%	3%	0%	2%	0%	F	0.094	F	0.528	5700	G
~~~ Farant Bd	From:		1 Centervill		93%	40/	00/	00/	00/	00/		0.004		0.500	0000	
221 Forest Rd	Bedford County	9.23	6500	G	93%	1% L	3%	0%	2%	0%	F	0.091	F	0.589	6600	G
(221) Forest Rd	Bedford County	2.77	3 Perrowvil 17000	G	95%	1%	2%	1%	2%	0%	F	0.092	F	0.612	18000	G
<u>~</u> 5	To: From:		MI N 09-1		050/	10/	201	40/	00/	20/		0.000		0.504	07000	
Forest Rd	Bedford County	2.32	26000	G	95%	1% 1	2%	1%	2%	0%	С	0.092	F	0.591	27000	G
221 Lakeside Dr	City of Lynchburg	0.53	23000	G G	97%	0%	1%	0%	1%	0%	С	0.092	F	0.552	24000	G
221 Lakeside Dr	City of Lynchburg	Lynch 0.94	burg Expres	ssway <b>G</b>	97%	0%	1%	0%	1%	0%		0.086	F	0.589	17000	G
(221) 24.00140 21	To:		rest Brook F		31 /0		170	070	170	0 70	'	3.000	'	5.000	17000	

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

								Tru	ck			K	٥.,	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~ <u>~</u>	From:		rest Brook R		0=0/	]	40/	20/	407	20/	_		_		4=000	
(221) Lakeside Dr	City of Lynchburg	1.52	14000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.557	15000	G
~~~ <u>~</u>	Ta: From:		old Forest Ro		070/		40/	00/	40/	00/		0.000		0.554	10000	
221 Lakeside Dr	City of Lynchburg	0.15	17000 Oakley Ave	G	97%	0% <b>7</b>	1%	0%	1%	0%	F	0.083	F	0.554	18000	G
	From:		Lakeside Dr													
(221) Oakley Ave	City of Lynchburg	0.57	10000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.605	11000	G
<u> </u>	To: From:		5 29 Memori Iemorial Av													
(221) Oakley Ave	City of Lynchburg	0.24	8400	G	97%	J 0%	1%	0%	1%	0%	F	0.093	F	0.554	8900	G
221	To:	Bus	JS 460 Fort	Ave												
Bus	From:		S 460 Oakle	_	050/		00/	00/	407	00/	_				10000	_
221 460 Fort Ave	City of Lynchburg	0.42	12000	G	95%	1%	2%	0%	1%	0%	F	NA			13000	G
	From:		-6029 Fort A		0.50/		00/	00/	40/	00/					10000	
221 12th St	City of Lynchburg	0.25	12000	N	95%	1%	2%	0%	1%	0%	N	NA			13000	N
Bus Bus	Ta: From:	Bus US	501 Campbe	ell Ave		<u> </u>										
221 460 501 12th Street	City of Lynchburg	0.18	12000	G	95%	1%	2%	0%	1%	0%	F	NA			13000	G
- Rus - Rus	To: From:		Kemper St 12th Street													
Bus Bus (221) 460 501 Kemper St	City of Lynchburg	0.41	11000	G	92%	<b>1</b> 2%	4%	1%	2%	0%	С	0.083	F	0.604	12000	G
221 400 301	To:		nchburg Exp			1										
	From:	US	221 Elm A	ve												
221 Franklin Rd	City of Roanoke	0.40	8700	F	99%	0%	0%	0%	0%	0%	F	0.108	F	0.684	9600	F
	Combined Traffic Estimates for 2 Parallel Roadways		18000	F	99%	0%	1%	0%	0%	0%	F	NA			19000	F
	To:	US 221	SR 116 Jeffe	erson St												
	From:	4.47	End Route		000/		00/	00/	40/	00/	_	0.000	_	0.545	0000	0
(222)	Lancaster County	4.17	2000 SR 200	G	96%	1% <b>7</b>	2%	0%	1%	0%	С	0.083	F	0.515	2000	G
	From:	ÇI	R 198 Hudgir	ne												
223	Mathews County	2.07	2600	G	95%	」 1%	3%	0%	1%	0%	С	0.083	F	0.657	2600	G
223)	То:	57-6	33 Gwynn Is	sland		1										
	From:	Tenr	essee State	Line												
224	Scott County	1.65	8200	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.583	8900	F
	To- From:		84-907													
224	Scott County	1.70	8300	F	97%	0%	1%	1%	1%	0%	С	0.095	F	0.595	9100	F
	To:		US 58			<u> </u>										
	From:		Baxter Rd	_		]		-6:			_		_			
225 Independence Blvd	City of Virginia Beach	0.80	75000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.534	82000	F
	To- From:		/irginia Bead			}—										
225 Independence Blvd	City of Virginia Beach	1.35	51000	A	99%	0%	1%	0%	0%	0%	С	0.096	Α	0.505	54000	Α
	To:	Pe	embroke Blv	⁄d												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AAD</b>	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Pembroke		2001		40/	20/	20/	201	_		_		=1000	_
225 Independence Blvd	City of Virginia Beach	0.91 <b>4800</b>	0 F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.567	51000	F
	Ta: From:	Haygood		2221		40/	201	201	201						
225 Independence Blvd	City of Virginia Beach	1.81 <b>4000</b>		99%	0%	1%	0%	0%	0%	F	0.082	F	0.578	43000	F
	Ta: From:	US 13 Northan		000/		40/	00/	00/	00/		0.000		0.005	05000	
225 Independence Blvd	City of Virginia Beach	0.53 <b>2300</b> US 60 Sho		99%	0%	1%	0%	0%	0%	F	0.089	F	0.665	25000	F
	From:	US 460 Co													
(226) Cox Rd	Dinwiddie County	3.38 4300		94%	0%	2%	2%	1%	0%	С	0.092	F	0.595	4600	G
220)	To:	US 1 West of I	Petersburg		]										
	From:	SR 33 Cooks	Corner												
(227)	Middlesex County	2.35 <b>390</b> 0	) F	97%	1%	1%	0%	1%	0%	С	0.093	F	0.527	4000	F
	To: From:	ECL Urb	anna		]										
227	Town of Urbanna (Maint: 59)	0.63 <b>390</b> 0		97%	1%	1%	0%	1%	0%	Ν	0.093	Ν	0.527	4000	Ν
<u> </u>	To:	WCL Urb	anna												
Cldon Ct	From:	SCL Herndon, 29-65				40/	40/	00/	00/	_	0.070	_	0.504	27000	_
228 Elden St	Town of Herndon	0.24 <b>3400</b>		97%	0%	1%	1%	0%	0%	F	0.078	F	0.564	37000	G
Con Eldon Ct	Tours of Horndon	Herndon I		000/		40/	0%	00/	0%	F	0.000	F	0.504	27000	
228 Elden St	Town of Herndon	0.16 <b>2500</b>		98%	0%	1%	0%	0%	0%	F	0.082	г	0.581	27000	G
228 Elden St	Town of Herndon	Alabama 0.25 <b>2100</b>		98%	0%	1%	0%	0%	0%	F	0.083	F	0.527	23000	G
228 Liden St	Town of Heridon			90 /0	7 0 70	1 /0	0 /0	0 /0	0 /0	'	0.003	•	0.521	23000	G
228 Elden St	Town of Herndon	0.42 <b>1700</b>		98%	0%	1%	0%	0%	0%	С	0.078	F	0.505	18000	G
228 Liden St	Town of Heridon			90 /0	7 0 70	1 /0	0 /0	0 /0	0 /0	C	0.076	•	0.303	10000	G
228 Elden St	Town of Herndon	0.09 <b>1800</b>		98%	0%	1%	0%	0%	0%	F	0.077	F	0.539	19000	G
228 Elder ot	Town of Hemaon			0070	7	170	070	070	070	•	0.077	•	0.000	10000	Ŭ
228 Elden St	Town of Herndon	Spring 0.12 <b>1900</b>		98%	0%	1%	0%	0%	0%	F	0.078	F	0.502	21000	G
228) Eldon ot	To:	235-6656 Me		0070		170	070	0,0	070	•	0.070		0.002	21000	
	From:	235-6656 E			]										
228 Monroe St	Town of Herndon	0.08 <b>740</b> 0	) F	97%	1%	2%	0%	0%	0%	F	0.092	F	0.562	8100	F
	To: From:	Pine S			]							_			
228 Monroe St	Town of Herndon	0.26 <b>5800</b> Park A		97%	_ 1% ¬	2%	0%	0%	0%	С	0.093	F	0.618	6300	G
	From:	Monroe													
228 Park Ave	Town of Herndon	0.19 <b>480</b> 0	) G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.551	5200	G
	To: Eroni	Grant S	St		]										
228 Park Ave	Town of Herndon	0.14 <b>790</b> 0		97%	1%	1%	0%	0%	0%	F	0.092	F	0.662	8600	G
	To:	Dranesvil		-	1										
228 Dranesville Rd	Town of Herndon	0.08 <b>890</b>		97%	<b>」</b> 1%	1%	0%	0%	0%	N	0.096	N	0.580	9600	N
220 Brancoville 110	To:	Worchest		J1 /0	7	1 /0	<b>U</b> /0	0 /0	O /0	1 1	0.030	1 1	0.000	5500	IN

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

		Pililary a						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		Worchester S			]										
228 Dranesville Rd	Town of Herndon	0.26	8900	G	97%	1%	1%	0%	0%	0%	С	0.096	F	0.580	9600	G
Dran as illa Dd	To		Herndon Pkw		000/	00/	40/	00/	00/	00/	F	0.004	_	0.000	22200	
228 Dranesville Rd	Town of Herndon	0.23	20000	G	99%	0%	1%	0%	0%	0%	Г	0.094	F	0.668	22000	G
228 Dranesville Rd	Fairfax County	2.01	NCL Hemdo 18000	n G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.614	20000	G
ZZ8) Brancovine r tu	To:		7 Leesburg l		0070	]	170	070	070	070		0.000		0.014	20000	0
Bus Bus	From:	]	Begin SR 22	9												
229) (15) (29) Main Street	Town of Culpeper	0.06	24000	G	97%	0%	2%	0%	1%	0%	С	0.072	F	0.515	26000	G
	To: From:	I	RT 15 BUS 1 US 15 Bus			1										
229 Main Street	Town of Culpeper	0.93	9200	G	96%	」 1%	2%	1%	1%	0%	С	0.082	F	0.526	10000	G
	Too	1	NCL Culpepe	er		1										
229	Culpeper County	1.21	9300	G	95%	1%	2%	1%	1%	0%	F	0.091	F	0.529	9300	G
	Ta-	2	3-685 Catalp	oa		1—										
229	Culpeper County	4.92	6300	G	95%	1%	2%	1%	1%	0%	С	0.094	F	0.516	6300	G
	To- From:	23	-640 Rixeyv	ille		1—										
229	Culpeper County	5.45	5900	G	95%	1%	2%	1%	1%	0%	F	0.089	F	0.605	5900	G
<u> </u>	To- From:		23-621													
229	Culpeper County	2.15	6200	G	95%	1%	2%	1%	1%	0%	F	0.087	F	0.773	6200	G
	lo: From:		US 211			<u> </u>										
	Town of Stanardsville (Maint: 39)	0.50	US 33 4300	G	94%	J 0%	3%	1%	2%	0%	F	0.096	F	0.550	4300	G
230	Town of Otaliardsvine (Waint. 33)				3470	7	370	1 /0	270	0 70	•	0.000	'	0.000	4300	J
230)	Greene County	2.91	L Stanardsv 4300	N N	94%	0%	3%	1%	2%	0%	N	0.096	N	0.550	4300	N
230	To:		ison County			1		.,,								
	Modicon County	7.46	ene County 1		94%	00/	20/	10/	20/	00/	_	0.004	F	0.501	2100	_
(230)	Madison County			G	94%	0%	3%	1%	2%	0%	С	0.084	Г	0.591	3100	G
	Madison County	0.52	S 29 Lee Hy 20000	vy G	92%	1%	1%	1%	5%	0%	F	0.075	F	0.51	18000	G
230 (29)	iviauison County				92 /0	1 /0 <b>7</b>	1 /0	1 /0	370	0 /0	'	0.073	'	0.51	10000	G
220 224	Madison County	0.64	JS 29, SR 23 <b>3600</b>	G	92%	1%	4%	1%	3%	0%	С	0.091	F	0.587	3600	G
230 231	To-				0270	7	470	170	070	070	0	0.001		0.007	0000	
(230)	Madison County	2.53	, 56-687 Nea	G G	93%	1%	3%	1%	3%	0%	С	0.087	F	0.542	3700	G
230)	To:		607 East of A							- / -		- ***				
230	From: Madison County	2.86	3400	G	93%	1%	3%	1%	3%	0%	F	0.085	F	0.54	3400	G
	Ta		56-705			1										
230	Madison County	3.16	3500	G	93%	1%	3%	1%	3%	0%	F	0.081	F	0.584	3500	G
	To:	US 15	Near Madiso	on Mills												

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

5 .	1		****				Tru	ıck			K	014	Dir	4 A)A/DT	- 014
Route	Jurisdiction	Length		<b>QA</b> 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
231) Gordonsville Rd	Albemarle County	8.11	22 Louisa Rd 4600	<b>F</b> 95%	 1%	1%	1%	2%	0%	С	0.101	F	0.57	4700	F
231 Gordonsville Rd	Albertarie County		sa County Line		1 /0	1 /0	1 /0	2/0	0 /6	C	0.101	•	0.57	4700	•
	From:		arle County Li												
(231) Gordonsville Rd	Louisa County	0.27		<b>F</b> 95%	1%	1%	1%	2%	0%	С	0.101	F	0.57	4700	F
	To- From:		ge County Line		_										
231)	Orange County	0.58	sa County Line 4600	<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.089	F	0.631	4700	G
	To-	SCL	Gordonsville		٦										
231)	Town of Gordonsville (Maint: 68)	0.58		N 95%	1%	1%	1%	2%	0%	Ν	0.089	Ν	0.631	4700	Ν
	To:	US 15 Soi	uth of Gordons												
$\neg \sim$	From:		33 GORDON		╝										_
231) [33]	Town of Gordonsville (Maint: 68)	0.15	6500	<b>G</b> 90%	1%	2%	2%	4%	0%	С	0.091	F	0.540	6500	G
	To- From:	US 33 WEST			⊒										—
231)	Town of Gordonsville (Maint: 68)	0.02	950	<b>G</b> 94%	1%	2%	2%	2%	0%	С	0.105	F	0.583	950	G
	To- From:	NCL	Gordonsville												
231)	Orange County	6.09	950	<b>N</b> 94%	1%	2%	2%	2%	0%	Ν	0.105	N	0.583	950	Ν
	To- From:		SR 20												
Blue Ridge Turnpike	Orange County	0.58		<b>G</b> 93%	1%	4%	1%	2%	0%	F	0.096	F	0.629	1200	C
<u> </u>	To: From:		on County Linge County Line												
231) Blue Ridge Turnpike	Madison County	9.36		<b>G</b> 93%	1%	4%	1%	2%	0%	С	0.102	F	0.566	1200	C
231) 2.00 1.0000	madisen seamy				<b>-</b>	170	170	_,0	070	Ū	0.102	•	0.000	1200	`
200	Modicon County	0.64	230; 56-686 <b>3600</b>	<b>G</b> 92%	1%	4%	1%	3%	0%	С	0.091	F	0.507	3600	G
231 (230)	Madison County				170	470	170	3%	0%	C	0.091	Г	0.587	3000	G
	To- From:		Γ 29 S OF MA		J							_			
231) (29) Lee Hwy	Madison County	1.34	18000	<b>G</b> 92%	1%	1%	1%	5%	0%	F	0.080	F	0.500	17000	G
Bus	To- From-	RT 29 &	RT 29 BUSIN	IESS	_										
231) (29) Main St	Madison County	0.33	3400	<b>G</b> 96%	0%	3%	0%	1%	0%	С	0.088	F	0.534	3400	(
23) (23)	Te				_										
Bus	From-		L Madison												
₂₃₁ ) ( ₂₉ ) Main St	Town of Madison (Maint: 56)	0.91	3400	<b>N</b> 96%	0%	3%	0%	1%	0%	N	0.088	N	0.534	3400	١
	To- Fram-	В	BUS US 29												
Blue Ridge Turnpike	Town of Madison (Maint: 56)	0.04	3300	<b>G</b> 94%	1%	2%	1%	2%	0%	F	0.082	F	0.581	3300	C
	To- Fram-	NO	CL Madison		$\neg$ —										
Blue Ridge Turnpike	Madison County	5.44	3300	<b>N</b> 94%	1%	2%	1%	2%	0%	Ν	0.082	Ν	0.581	3300	١
	Ta	56-670 Bl	lue Ridge Turr	npike	٦										
231)	Madison County	7.19		<b>G</b> 94%	1%	2%	1%	2%	0%	С	0.087	F	0.576	1700	C
	To:	Rappahar	nnock County												
	From:		on County Lin												
Ft Valley Rd	Rappahannock County	8.19		<b>F</b> 94%	1%	2%	1%	2%	0%	F	0.087	F	0.54	1400	F
	To:	US 522	Sperryville Pi	ike											

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and Interstate	e Rou	ites											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	. ON
					-	2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor		
	Montgomen County	Ramp split at I-81 N 0.48 <b>6700</b>		95%	00/	20/	10/	20/	00/	_	0.004	F	0.522	6700	_
232	Montgomery County		G	95%	0%	2%	1%	3%	0%	Г	0.084	Г	0.533	6700	G
First Ct	City of Radford	2.71 <b>6100</b>	G	95%	0%	2%	10/	3%	0%	С	0.094	F	0.575	6500	G
232 First St	City of Radiord		G	95%	U%	2%	1%	3%	0%	C	0.094	Г	0.575	6500	G
First Ct	To From:	0.63 <b>10000</b>	G	95%	0%	2%	1%	3%	0%	F	0.088	F	0.514	11000	G
First St	City of Radford		<u> </u>	95%	U%	2%	170	3%	0%	Г	0.000	Г	0.514	11000	G
First Of	To- From:	Wadsworth St		050/		00/	40/	00/	00/		0.000		0.574	40000	
First St	City of Radford	0.31 <b>12000</b>	G	95%	0%	2%	1%	3%	0%	F	0.093	F	0.571	12000	G
	Tac From:	Arlington Ave		050/		00/	40/	00/	00/		0.000		0.500	10000	
232 First St	City of Radford	0.20 <b>15000</b> US 11	G	95%	0% 1	2%	1%	3%	0%	F	0.088	F	0.533	16000	G
	From		**		1										
(222)	Arlington County	US 1 Jefferson Davis 0.36 <b>21000</b>	G	95%	」 1%	3%	1%	1%	0%	С	0.072	F	0.691	22000	G
233	To:	Reagan National Air		0070	1	070	170	170	070	Ū	0.07.2	•	0.001	22000	Ū
	From	US 1 Jefferson Davis Hwy,	Dumt	fries											
234 Dumfries Rd	Prince William County	0.54 <b>28000</b>	G	95%	1%	1%	1%	2%	0%	С	0.075	F	0.528	29000	G
	To:	I-95			1										
234 Dumfries Rd	Prince William County	1.94 <b>36000</b>	G	95%	1%	1%	1%	2%	0%	F	0.082	F	0.500	38000	G
	To:	76-1450 Country Club													
Durastriae Dd	Fram:	76-1450 Country Clu		050/	40/	40/	40/	20/	00/	0	0.000	^	0.5	20000	ь.
Dumfries Rd	Prince William County	1.55 <b>27000</b>	В	95%	1%	1%	1%	2%	0%	С	0.090	Α	0.5	29000	В
Durafrica Dd	To:	76-643 Spriggs Ro		050/	40/	40/	40/	20/	00/		0.000		0.500	22000	
234 Dumfries Rd	Prince William County	4.37 <b>22000</b>	G	95%	1%	1%	1%	2%	0%	F	0.080	F	0.589	23000	G
Downfiles Dd	From	76-619 Joplin Rd		050/	40/	40/	40/	00/	00/		0.070		0.045	00000	
234 Dumfries Rd	Prince William County	2.69 <b>21000</b>	G	95%	1%	1%	1%	2%	0%	F	0.079	F	0.615	22000	G
Downfries Dd	From:	76-766 Stillbrooke		050/	40/	40/	40/	00/	00/		0.070		0.007	00000	
234 Dumfries Rd	Prince William County	1.96 <b>26000</b>	G	95%	1%	1%	1%	2%	0%	F	0.079	F	0.627	28000	G
	To- From-	76-727 Olympic Dri		0=0/	<u> </u>	40/	101		201						
234 Dumfries Rd	Prince William County	0.12 <b>26000</b>	G	95%	1%	1%	1%	2%	0%	F	0.073	F	0.662	28000	G
	To: From:	Ronald Rd		/	}										
234 Dumfries Rd	Prince William County	1.56 <b>27000</b>	G	95%	1% 1	1%	1%	2%	0%	F	0.075	F	0.641	28000	G
	From:	BUS SR 234; 76-649 Bren 76-649 Brentville I		Rd											
234 Dumfries Rd	Prince William County	3.67 <b>NA</b>			_						NA			NA	
$\smile$	Toc	SR 28 Nokesville I	Rd		<b>—</b>										
234)	Prince William County	2.11 <b>20000</b>	G	87%	1%	5%	3%	4%	0%	F	0.096	F	0.662	19000	G
	Too	76-674 Wellington			<b></b>										
234)	Prince William County	2.00 <b>25000</b>	G	87%	1%	5%	3%	4%	0%	С	0.088	F	0.582	25000	G
	To:	76-621 Balls Ford I													
		•													

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

		Primary ar	nd Intersta	ite Rol	ites											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
	ourious.			-			2Axle	3+Axle	1Trail	2Trail		Factor	Q. ( )	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> </u>
	Prince William County	76-6 0.44	21 Balls Ford <b>32000</b>	d Rd <b>G</b>	87%	」 1%	5%	3%	4%	0%	F	0.091	F	0.561	31000	G
234	To:	0.44	I-66	<u> </u>	0170	1 70 <b>7</b>	3%	3%	470	0%	Г	0.091	Г	0.501	31000	G
	From:		SR 234													
(234) (66)	Prince William County	2.27			5	See I-6	6 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway			G	88%	1%	2%	0%	8%	0%	F	0.072	F	0.661	79000	G
	To:	SR 2	34; BUS SR	234												
224	Prince William County	1.31	I-66 <b>16000</b>	G	93%	」 1%	3%	2%	1%	0%	С	0.076	F	0.641	16000	G
234)	- I					٠,,,	0,0	270	170	070	Ū	0.070	•	0.011	10000	Ŭ
	Prince William County	2.27	29 Stone Hot 11000	use <b>G</b>	88%	1%	4%	5%	2%	0%	С	0.085	F	0.540	11000	G
234)	r fince vyillam county	2.21			00 /0	1 /0	7 70	370	2/0	0 70	C	0.005	'	0.540	11000	U
	From:	F 22	76-659 <b>8900</b>	G	000/	40/	40/	E0/	20/	00/	F	0.000		0.700	0000	
234)	Prince William County	5.32	5 Near Woo		88%	1% 7	4%	5%	2%	0%	г	0.096	F	0.736	8800	G
	France				<b>T</b> .	1										
Bus 234 Dumfries Rd	Prince William County	76-649 Brentvil 0.90	21000	234 By	pass Int 92%	」 1%	5%	1%	2%	0%	С	0.077	F	0.628	21000	G
234) Burrines ru	- I mice william county				JZ /0	7	370	170	270	070	O	0.077	•	0.020	21000	J
Bus	From:		CL Manassas													
234 Dumfries Rd	City of Manassas	0.46	18000	G	95%	1%	3%	1%	1%	0%	С	0.08	F	0.639	19000	G
Bus	To- Fram:	155-	6 Hastings D	rive		}										
234 Grant Ave	City of Manassas	0.86	21000	G	96%	0%	2%	0%	1%	0%	F	0.078	F	0.673	23000	G
234)	To.					7	_,,				•		•			_
Bus	From:		Pr William St													
234 Grant Ave	City of Manassas	0.44	23000	G	96%	0%	2%	0%	1%	0%	F	0.078	F	0.643	24000	G
Bus	To- From:		Church St			]										
234 Grant Ave	City of Manassas	0.44	13000	G	96%	0%	2%	0%	1%	0%	F	0.079	F	0.58	14000	G
204)	Tas Tas		eauregard Av													
Bus	From:										_		_			_
(234) Grant Ave	City of Manassas	0.32	12000	G	96%	0%	2%	0%	1%	0%	F	0.079	F	0.579	13000	G
Bus	From:		Sudley Rd Grant Ave													
234 Sudley Rd	City of Manassas	1.18	35000	G	96%	0%	2%	0%	1%	0%	С	0.079	F	0.547	37000	G
,	Tool	N	CL Manassa	ıc		1										
Bus	From:				0=0/	J	201	201	407	201			_			_
(234)	Prince William County	2.54	<b>52000</b> I-66 SR 234	G	97%	0% 7	2%	0%	1%	0%	С	0.08	F	0.555	55000	G
	From:					1										
235 Mount Vernon Memorial Hv		US 1 Richi 2.46	mond Hwy, V 11000	Woodlay <b>F</b>	wn 98%	」 1%	1%	0%	0%	0%	С	0.104	F	0.561	12000	F
235 INIOUTIL VEITION METIONAL TV	vy Fairfax County				<b>3</b> 0 √0	1 70	1 70	U 70	U70	U 70	C	0.104	r	0.301	12000	Г
	To- From:		Ferry Landi	_	000/	40/	40/	00/	00/	00/		0.000		0.500	0400	
235 Mount Vernon Memorial Hv	vy Fairfax County	0.57	2800	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.523	3100	F
	To- From:	George Wash				}—										
235 Mount Vernon Hwy	Fairfax County	1.54	2800	N	98%	1%	1%	0%	0%	0%	N	0.093	Ν	0.523	3100	N
	To:	29-623 O	ld Mount Ve	ernon R	d											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
Mount Vorgen Llung	From:	29-623 O	ld Mount V	ernon R	d 98%	10/	1%	0%	0%	0%	F	0.001	F	0.614	11000	F
235 Mount Vernon Hwy	Fairfax County ™-	US 1 Richmon				1% 7	1%	0%	0%	0%	г	0.081	г	0.614	11000	r
	From:		IS 29, US 50		8	l										
236 Main St	City of Fairfax	0.94	39000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.633	42000	(
236) Main St	To- From City of Fairfax	0.21	West St <b>18000</b>	G	98%	0%	1%	0%	0%	0%	F	0.077	F		19000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	G	98%	0%	1%	0%	0%	0%	F	NA			38000	(
	To:		North St E													
236) Main St	City of Fairfax	1.31	10000 A0000	G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.537	43000	(
<u> </u>	Ta- From:	7	Whitacre Rd	i		]										
236) Little River Tpke	City of Fairfax	0.57	43000	G	97%	0%	1%	0%	1%	0%	F	0.079	F	0.552	47000	(
236) Little River Tpke	Fairfax County	1.94	ECL Fairfax 40000	F	97%	0%	1%	0%	1%	0%	С	0.079	F	0.569	44000	
Little Diver Teels	To-From	0.00	SR 376	F	97%	] <del></del>	40/	00/	40/	0%		0.000		0.007	50000	
Little River Tnpk.	Fairfax County	0.89	45000	Г	97%	U% -	1%	0%	1%	0%	F	0.080	F	0.667	50000	
236) Little River Tpke	Fairfax County	1.78	I-495 <b>46000</b>	F	98%	1%	1%	0%	0%	0%	F	0.072	F	0.503	51000	
	To- From:	29-7	730 Carrico	Dr		]										
236) Little River Tpke	Fairfax County	1.40	39000	F	98%	1%	1%	0%	0%	0%	F	0.08	F	0.544	43000	
	Ta- From:		20 Braddocl		000/	40/	40/	00/	00/	00/		0.000		0.500	4.4000	
236) Little River Tpke	Fairfax County ™.T	1.26	41000 CL Alexand	A	98%	1% <b>7</b>	1%	0%	0%	0%	С	0.086	Α	0.526	44000	
	From:		fax County I													
Duke Street	City of Alexandria (Maint: 29)	0.06	41000	N	98%	1%	1%	0%	0%	0%	N	0.086	N	0.526	44000	
236 Duke St	Ton City of Alexandria (Maint: 29)	0.34	CL Alexand <b>62000</b>	lria <b>F</b>	98%	1%	1%	0%	0%	0%	F	0.073	F	0.519	67000	
236) Builte of	Tal	0.01	I-395		0070		170	070	070	070	•	0.070	'	0.010	07000	
Duke St	City of Alexandria	0.32	65000	F	97%	1%	1%	0%	0%	0%	F	0.073	F	0.507	71000	
	To- From:		01 Van Dor			<u> </u>										
Duke St	City of Alexandria	0.36	34000	G	97%	1% 7	1%	0%	0%	0%	F	NA			36000	
236) Duke St	From: L City of Alexandria	2.66	N Pickett St <b>30000</b>	F	97%	1%	1%	0%	0%	0%	С	0.076	F	0.64	33000	
	To- From:	SR 24	41 Telegrap	h Rd												
236 Duke St	City of Alexandria	1.26	24000	F	97%	1%	1%	0%	0%	0%	С	0.076	F	0.636	27000	
236 Duke St	Ting From L City of Alexandria	0.24	1 SB Henry 11000	y St <b>F</b>	96%	2%	2%	0%	1%	0%	С	0.071	F	0.508	12000	
230) 54110 51	To:		00 Washingt		3370	7	_ /0	<b>3</b> /0	1 /0	J /0	9	0.07 1	•	0.000	000	,

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
age North St	City of Fairfax	0.30	SR 236 W 17000	G	98%	<b>」</b> ○%	1%	1%	0%	0%	С	0.08	F		18000	G
236 North St	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	0%	1%	0%	0%	0%	F	NA	•		38000	G
	To:	On this Route.	SR 236 E		90 /0	] 078	1 /0	0 70	0 70	0 76	1	INA			38000	
	From:	Sl	R 236 Main	St												
237) Pickett Rd	City of Fairfax	0.49	28000	G	96%	0%	1%	0%	2%	0%	F	0.085	F	0.634	30000	C
	To: From:		Colonial Ave			<u> </u>										
Pickett Rd	City of Fairfax	1.17	31000	F	96%	0%	1%	0%	2%	0%	С	0.083	F	0.571	33000	F
237) 50 Arlington Blvd	City of Foirfox	US 5 0.28	35000	Blvd <b>G</b>	95%	1%	1%	2%	2%	0%	С	0.086	F	0.525	35000	G
237 50 Arlington Blvd	City of Fairfax	0.20			95%	170	170	<b>2</b> 70	270	070	C	0.000	Г	0.525	33000	
237) 29 Lee Highway	City of Fairfax	0.13	RT 29 <b>39000</b>	N	99%	0%	0%	0%	0%	0%	N	0.088	N	0.559	43000	١
237 29 Lee Highway	To T				9970	□ 070 □	0 70	0 70	070	0 70	14	0.000	IN	0.559	43000	
237) (29) Lee Highway	Form. From From From From From From From From	5.05	CL FAIRFA 39000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.559	43000	(
231) (29)	To.	29-1717 Mars				¬					-					
237) (29) Washington St	City of Falls Church	0.29	27000	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.617	29000	(
	Tax	29-17	712 Cavalier	Trail		1										
237) (29) Washington St	City of Falls Church	0.24	24000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.622	26000	(
$\bigcirc \bigcirc$	To: From:	SR 3	38 Hillwood	d Ave		_										
237) (29) Washington St	City of Falls Church	0.28	19000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.602	21000	C
<u> </u>	Ta: From:	S	SR 7 Broad S	St		]										
237) (29) Washington St	City of Falls Church	0.18	26000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.579	28000	C
$\stackrel{\smile}{\sim}$	To: From:		767 Great Fa			]										
237 (29) Washington St	City of Falls Church	0.32	25000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.594	27000	(
	From:		gton County L Falls Chu													
237) (29) Lee Highway	Arlington County	0.11	25000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.553	28000	(
	To:	U	S 29 Lee Hv	wy		1—										
237) Washington Blvd	Arlington County	0.23	13000	G	97%	1%	1%	0%	0%	0%	С	0.088	F		14000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	26000	G	98%	1%	1%	0%	0%	0%	С	NA			28000	(
	To: From:		1SR 237-P			]—										
237 Washington Blvd	Arlington County	2.31	13000	G	97%	1%	2%	0%	0%	0%	С	0.107	F	0.533	14000	(
	From		120 Glebe		0701	]	401	001	061	061		0.000	_	0	04000	_
237 120 Glebe Rd	Arlington County	0.25	30000	G	97%	1%	1%	0%	0%	0%	F	0.082	F	0.59	31000	(
Foirfoy Dr	To From:		Glebe Rd, I		000/		40/	00/	00/	00/		0.004		0.545	22000	_
237 Fairfax Dr	Arlington County _™ .	0.91	22000 10th St	G	98%	_0% ¬	1%	0%	0%	0%	F	0.084	F	0.545	23000	(
	From:		Fairfax Dr			1										
237) 10th Street	Arlington County	0.83	11000	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.533	12000	(
	To:	US 5	0 Arlington	Blvd												

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Log Highway	From:	0.07	SR 237 <b>25000</b>	N	99%	] 0%	00/	00/	0%	00/	N.I	0.007	NI	0 525	20000	N
237 (29) Lee Highway	Arlington County				99%	U% 7	0%	0%	0%	0%	N	0.097	N	0.535	28000	N
227	Arlington County	0.17	S 29 Lee Hy 13000	yy G	98%	1%	1%	0%	0%	0%	С	0.087	F		14000	G
237	Combined Traffic Estimates for 2 Parallel Roadways		26000	G	98%	1%	1%	0%	0%	0%	C	NA	•		28000	G
	To:		Washingto		0070	1	1 /0	070	070	070	0	147 (			20000	0
	From:	US 6	0 Warwick	Blvd		1										
238 Yorktown Rd	City of Newport News	0.94	5600	G	93%	0%	3%	1%	2%	0%	С	0.093	F	0.566	5900	G
	To- From:		I-64			}										
238 Yorktown Rd	City of Newport News	0.18	9100	G	96%	1%	2%	1%	1%	0%	F	0.095	F	0.509	10000	G
	To	SR 1	43 Jefferson	ı Ave		1										
238 Yorktown Rd	City of Newport News	1.06	8800	G	95%	0%	1%	3%	1%	0%	С	0.095	F	0.571	9900	G
	To:		rk County L													
238 Yorktown Rd	York County	1.35	Newport N 8700	B B	96%	」 1%	2%	1%	1%	0%	С	0.116	Α	0.591	10000	В
238 Yorktown Rd	Tork county				30 /0	1 /0 <b>7</b>	2 /0	1 /0	1 /0	0 70	C	0.110	^	0.551	10000	ь
238 Old Williamsburg Rd	York County	0.91	660 Baptist <b>8500</b>	Rd <b>G</b>	96%	1%	2%	1%	1%	0%	F	0.101	F	0.746	9000	G
238 Old Williamsburg Nu	To:		020; Goosle		30 /0	1	270	1 /0	170	070		0.101	•	0.740	3000	J
	From:		Old William		d											
( ₂₃₈ )Goosley Rd	York County	1.18	1500	N	96%	1%	2%	1%	1%	0%	Ν	0.104	Ν	0.809	1600	N
	Ta- From:	US 17 Georg	e Washingto	on Mem		]										
238 Goosley Rd	York County	0.51	1500	G	96%	1%	2%	1%	1%	0%	F	0.104	F	0.809	1600	G
	To:		704 Cook													
238 Cook Rd	York County	0.27	704; Goosley 1500	<u>ука</u> <b>N</b>	96%	」 1%	2%	1%	1%	0%	N	0.104	N	0.809	1600	N
238) COOK NO	To:		0 Moore Ho		30 /0	7	270	1 /0	1 /0	070	11	0.104	14	0.000	1000	14
	From:		1020; Cook													
238 Moore House Rd	York County	0.73	13000	G	96%	1%	2%	1%	1%	0%	F	NA			14000	G
	To: From:	99-676	Moore Ho	use Rd		_										
238 Washington Street	York County	0.62	1500	N	96%	1%	2%	1%	1%	0%	Ν	NA			1600	Ν
	To:	Main Ga	e Naval Mi	ne Depo	t											
	From:	SR 33'	7 Portsmout	h Blvd												
( ₂₃₉ )Victory Blvd	City of Portsmouth	0.22	7200	F	96%	1%	1%	1%	1%	0%	F	0.097	F	0.611	7900	F
	Ta- From:	US	58 Airline E	Blvd		}										
239 Victory Blvd	City of Portsmouth	0.33	24000	F	96%	1%	1%	1%	1%	0%	F	0.087	F	0.559	26000	F
	To: From:		I-264			}—										
239 Victory Blvd	City of Portsmouth	0.59	23000	F	96%	1%	1%	1%	1%	0%	С	0.085	F	0.52	26000	F
	To:	G	reenwood I	Or		<del></del>										
239 Victory Blvd	City of Portsmouth	1.08	16000	F	96%	1%	1%	1%	1%	0%	F	0.085	F	0.572	18000	F
	To:	De	ep Creek B	lvd												

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

		Primary and mie	JULIE IN	4100			т	alı			I/		D:-		
Route	Jurisdiction	Length AAC	T QA	4Tire	Bus	2Axle	1 ru 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	Deep Cree	k Blvd		1	27 000	0.700	TTTGII	ZIIGII		1 40101		1 40101		
(239) Victory Blvd	City of Portsmouth	0.44 <b>160</b> 0	00 F	92%	0%	2%	2%	3%	0%	F	0.087	F	0.631	18000	F
	To: From:	US 17 George Wa	shington H	wy	1—										
239 Victory Blvd	City of Portsmouth	0.42 <b>120</b> 0	0 G	92%	0%	2%	2%	3%	0%	С	NA			13000	G
	To: From:	Frailey	Pl		<b>—</b>										
(239) Victory Blvd	City of Portsmouth	0.83 <b>660</b>	0 F	93%	0%	1%	3%	3%	0%	С	0.154	F	0.862	7200	F
	To: From:	Afton P	kwy		1—										
(239) Victory Blvd	City of Portsmouth	0.55 <b>630</b>	0 F	92%	0%	2%	2%	3%	0%	F	0.155	F	0.889	6900	F
	То:	SR 337 EI	m Ave												
	From:	US 250 Rockfis													
240 Crozet Ave	Albemarle County	1.43 <b>560</b>	0 F	97%	0%	1%	1%	1%	0%	С	0.091	F	0.52	5700	F
	To- From:	02-810 Cro			}—										
240 Crozet Ave	Albemarle County	2.40 <b>470</b>	0 F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.648	4800	F
	To: From:	02-802 Old Thre			}—										
240 Three Notchd Rd	Albemarle County	0.68 <b>510</b>		97%	0%	1%	1%	1%	0%	С	0.089	F	0.696	5200	F
	To:	US 250 Ivy Rd, I		et											
	From:	US		2221		40/	001	201	221					0=000	
(241) Kings Hwy North	Fairfax County	1.14 <b>230</b> 0	00 F	98%	1%	1%	0%	0%	0%	С	0.078	F	0.636	25000	F
	To- From:	29-611 Tele			]										
Telegraph Rd	Fairfax County	0.14 <b>500</b> 0		98%	1% <b>7</b>	1%	0%	0%	0%	F	0.085	F	0.592	54000	F
	From:	SCL Alex Fairfax Cou													
(241) Telegraph Rd	City of Alexandria (Maint: 29)	0.39 <b>500</b> 0		98%	1%	1%	0%	0%	0%	Ν	0.085	Ν	0.592	54000	Ν
	Too	Maintenand	e Break		1										
(241) Telegraph Rd	City of Alexandria	0.21 <b>520</b> 0		91%	0%	1%	5%	2%	0%	С	0.092	F	0.717	57000	F
241) 3 1	То:	SR 236	WB		]										
	From:	US 1 Richm	ond Hwy												
(242) Gunston Rd	Fairfax County	0.71 <b>430</b>		96%	1%	1%	1%	0%	0%	С	0.075	F	0.526	4700	F
	To: From:	29-63													
(242) Gunston Rd	Fairfax County	29-611 Old Co 2.87 <b>250</b>		96%	<b>」</b> 1%	1%	1%	0%	0%	F	0.084	F	0.536	2700	F
242) Gunston Nu	To:	29-600 Gunsto		30 70	٦ ' ٪	1 70	1 70	070	070	•	0.004	'	0.000	2100	•
	From:	US 2			ì										
(243) Nutley St	Fairfax County	0.82 3300		98%	0%	1%	0%	0%	0%	С	0.076	F	0.510	36000	F
	To:	ECL Vi			<b>1</b>										
243 Nutley St	From: Town of Vienna	0.88 3700		91%	1%	1%	6%	1%	0%	С	0.085	F	0.628	40000	F
270	To·	SR 123 Ma													
	From:	SR 236 Little	River Tnpk												
244) Columbia Pike	Fairfax County	4.58 <b>340</b> 0		97%	1%	1%	0%	0%	0%	F	0.09	F	0.645	37000	G
$\overline{}$	To:	Arlington Co	unty Line												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu intersta	iie Kol	nes											
Route	Jurisdiction	Length	AADT	QA	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	$\cap$ W
Noute	Junsuiction	Lengui	7701	<b>Q</b> A	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
	From:		fax County I		0=0/		407	001	00/	001			_			_
244 Columbia Pike	Arlington County	1.67	25000	G	97%	1% -	1%	0%	0%	0%	С	0.070	F	0.546	26000	G
	To- From:		120 Glebe F		070/	40/	40/	00/	00/	00/		0.000		0.700	04000	
244 Columbia Pike	Arlington County	1.03	30000	G	97%	1%	1%	0%	0%	0%	F	0.096	F	0.702	31000	G
	To- From:		Washington			<u> </u>					_					
244 Columbia Pike	Arlington County	0.91	13000	G	97%	1% 7	1%	0%	0%	0%	F	0.113	F	0.652	14000	G
	10.		r-Pentagon R			1										
245)Old Tavern Rd	From: _ Fauquier County	2.05	17 Old Tave	ern <b>G</b>	95%	J 0%	3%	1%	1%	0%	С	0.115	F	0.766	2500	G
245 Old Tavelli Ku	r adquier County	2.03		<u> </u>	95 /6	7070	3 /0	1 /0	1 /0	0 /6	C	0.113	'	0.700	2500	G
Old Tayora Pd	Fauguier County	0.95	I-66 <b>3500</b>	G	95%	0%	3%	1%	1%	0%	F	0.11	F	0.629	3500	G
Old Tavern Rd	Fauquiei County				95%	0%	3%	1 70	170	0%	г	0.11	Г	0.029	3300	G
Favorian Ava	Town of The Plains (Mainten		CL The Plain		95%	00/	20/	40/	40/	00/	N.	0.44	N.	0.000	2500	N.
245 Fauquier Ave	Town of The Plains (Maint: 30)	0.27	3500 . 55 The Plai	N ne	95%	0% <b>7</b>	3%	1%	1%	0%	N	0.11	N	0.629	3500	N
	From	310		115		1										
246) Liberty St	City of Chesapeake	0.39	US 460 9100	G	97%	」 1%	1%	1%	1%	0%	С	0.082	F	0.521	9800	G
246) Liberty Ot	The Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Co				01 70	7	170	170	170	070	Ü	0.002	•	0.021	0000	Ŭ
246) Liberty St	City of Chesapeake	0.37	atham Street 5200	t G	93%	1%	1%	3%	2%	0%	С	0.096	F	0.532	5700	G
246 Liberty St	To:		8 Campostel		93 /0	7	1 /0	3 /0	2/0	0 /6	C	0.090	'	0.552	3700	G
	From		37 Hampton			1										
247) 26th Street	City of Norfolk	0.63	3500	F	97%	」 1%	1%	1%	1%	0%	F	0.103	F		3900	F
241) = 0.11 0.11 0.11	Combined Traffic Estimates for 2 Parallel Roadways			F	96%	1%	1%	1%	1%	0%	F	NA	•		12000	F
	To:		Colonial Ave				.,.	.,,								-
247) 26th Street	City of Norfolk	0.10	8100	F	97%	1%	1%	1%	1%	0%	F	0.102	F		8900	F
241)	Combined Traffic Estimates for 2 Parallel Roadways			F	96%	1%	1%	1%	1%	0%	F	NA	-		17000	F
	To		lewellyn Ave													
247) 26th Street	City of Norfolk	0.17	8900	F	97%	1%	1%	1%	1%	0%	F	0.100	F		9700	F
241)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	19000	F	96%	1%	1%	1%	1%	0%	F	NA			21000	F
	To		onticello Av	/e		1										
247) 26th Street	City of Norfolk	0.23	9100	F	97%	1%	1%	1%	1%	0%	С	0.102	F		9900	F
241)========	Combined Traffic Estimates for 2 Parallel Roadways			F	96%	1%	1%	1%	1%	0%	F	NA			21000	F
	To		Church St													
247)26th Street	City of Norfolk	0.21	8900	F	97%	1%	1%	1%	1%	0%	F	0.100	F		9700	F
241)====================================	Combined Traffic Estimates for 2 Parallel Roadways		19000	F	96%	1%	1%	1%	1%	0%	F	NA	-		21000	F
	To To		27th St	-	/-		. , •	. , ,	. , •	- / 0						· 
247) Lafayette Blvd	City of Norfolk	1.07	15000	F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.591	17000	F
241) 2010 0110	- C				0.70	. // T	1 /0	. 70	. 70	<b>3</b> /0	•	0.000	•	0.001		•
247) Lafayette Blvd	City of Norfolk	SR 1 0.66	68 Tidewate 20000	r Dr <b>F</b>	97%	1%	10/	10/	0%	0%	С	0.081	F	0.558	22000	F
247 Larayette Divu	To:		esapeake Blv		9170	1 70 <b>7</b>	1%	1%	U-70	U-70	C	0.061	Г	0.000	22000	Г
		CI	coapeake DI	٧u		<u> </u>										

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

		T TITTICITY CIT	iu miersia	100				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	L	afayette Blv	/d		1	ZANC	3.7AXIC	TTTGII	ZIIdii		1 actor		1 40101		
(247) Chesapeake Blvd	City of Norfolk	1.34	21000	F	97%	1%	1%	1%	0%	0%	F	0.084	F	0.567	23000	F
	To:		4 Sewells Po													
(247) Norview Ave	City of Norfolk	0.29	esapeake Bi	lvd <b>F</b>	97%	」 1%	1%	1%	0%	0%	F	0.085	F	0.552	24000	F
247 Norview Ave	City of Nortolk	0.29		Г	9170	170	1 70	1 70	070	076	г	0.065	г	0.552	24000	Г
Namiau Aua	To: From:	0.61	I-64 <b>28000</b>	F	98%	0%	1%	0%	0%	0%		0.075	F	0.554	20000	F
247 Norview Ave	City of Norfolk		65 Military		98%	∪‰ <b>7</b>	1%	0%	0%	0%	С	0.075	r	0.554	30000	F
	From:		37 Hampton			1										
247)27th Street	City of Norfolk	0.79	7700	F	96%	」 1%	1%	1%	1%	0%	С	0.092	F		8400	F
247 27th Street	Combined Traffic Estimates for 2 Parallel Roadways of			F	96%	1%	1%	1%	1%	0%	F	NA	·		12000	F
	To:		lewellyn Av				.,,	. , 0	.,,	0,0	•					•
247 27th Street	City of Norfolk	0.77	9900	F	96%	1%	1%	1%	1%	0%	F	0.092	F		11000	F
237) = 1 1 1 2 1 2 1	Combined Traffic Estimates for 2 Parallel Roadways of			F	96%	1%	1%	1%	1%	0%	F	NA			21000	F
	To:		R 247 26Th	St		1										
	From:	I-64 Eas	t of Bottom	s Bridge												
249	New Kent County	4.31	5500	G	96%	1%	1%	1%	1%	0%	С	0.105	F	0.707	5600	G
	To- From-	63	3-612 Quinto	on		1										
249	New Kent County	2.30	2700	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.516	2700	G
	To- France	SR	106 Talleys	ville		1										
249	New Kent County	3.78	2400	G	94%	3%	1%	0%	1%	0%	С	0.106	F	0.594	2400	G
	Toc	SR 1	55 Carys Co	orner		1										
249	New Kent County	5.04	2400	G	94%	3%	1%	0%	1%	0%	F	0.129	F	0.802	2400	G
	To-		63-626			1										
249	New Kent County	3.00	1500	G	94%	3%	1%	0%	1%	0%	F	0.107	F	0.669	1500	G
	To:	SR 30 & 3	3 Angel Vi	ew Churc	ch	]										
	From:	West V	Virginia Stat	te Line												
250	Highland County	8.02	290	F	92%	1%	2%	1%	4%	0%	F	0.121	F	0.52	300	F
	To- From:		45-640			]										
250	Highland County	5.34	380	F	92%	1%	2%	1%	4%	0%	F	0.104	F	0.598	390	F
	To. From:	W	CL Monter	ey		}										
250	Town of Monterey (Maint: 45)	0.40	380	N	92%	1%	2%	1%	4%	0%	Ν	0.104	Ν	0.598	390	Ν
	To-	US	220 Monte	rev		1										
250	Town of Monterey (Maint: 45)	0.18	1300	N	92%	1%	2%	1%	4%	0%	Ν	0.083	Ν	0.744	1300	Ν
	_ To:	Е	CL Montere	ey		1—										
250	Highland County	9.56	1300	F	92%	1%	2%	1%	4%	0%	С	0.083	F	0.744	1300	F
	Tac	E 45	-678 McDo	well		1										
250	From: <u>L</u> Highland County	8.95	1100	F	92%	1%	2%	1%	4%	0%	F	0.086	F	0.618	1100	F
(255)	To:	Augu	ısta County	Line		1										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	ia iritorato	ALC 1100	1100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	High	land County	Line		1	27 000	0.700	111011	211011		1 dotoi		1 40101		
250	Augusta County	6.50	1500	G	89%	5%	3%	1%	2%	0%	С	0.085	F	0.561	1500	G
	To	07-6	29 West Au	gusta		<del></del>										
250	Augusta County	6.86	2900	G	94%	1%	2%	1%	2%	0%	F	0.091	F	0.686	3000	G
	Ta-		07-736			1										
250	Augusta County	3.16	3300	G	94%	1%	2%	1%	2%	0%	С	0.093	F	0.625	3300	G
	To	SR 42 V	West of Chu	rchville		<del></del>										
250 42	Augusta County	0.47	7700	G	95%	1%	2%	1%	1%	0%	F	0.091	F	0.726	7800	G
<del>~</del> ~	_ To-	SR	42 Churchy	ille		1										
250	Augusta County	3.45	8200	G	95%	1%	2%	1%	1%	0%	С	0.089	F	0.700	8300	G
	To-		07-732			1										
250	From:	1.48	9200	G	95%	1%	2%	1%	1%	0%	F	0.103	F	0.745	9200	G
	To	W	/CL Staunto	n .		<b>—</b>										
250 Churchville Ave	From: L City of Staunton	1.23	11000	G	96%	1%	1%	1%	1%	0%	С	0.089	F	0.554	11000	G
200)	To-		Grubert Ave													
250 Churchville Ave	From L City of Staunton	0.99	12000	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.605	13000	G
230)	Ta		hornrose Av													
250 Churchville Ave	From L City of Staunton	0.32	11000	G G	96%	0%	1%	3%	0%	0%	С	0.090	F	0.619	12000	G
230)	To:		Augusta St			1	.,.	-,-		-,-	_		-			_
Bus	From:		nurchville A													
250 (11) Augusta St	City of Staunton	0.45	3400	G	97%	0%	1%	1%	0%	0%	С	0.095	F	0.797	3600	G
~~~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	4300	G	97%	0%	1%	1%	0%	0%	С	NA			4600	G
Bus	To- From:		Beverly St			}										
250 11 Augusta St	City of Staunton	0.13	6700	G	97%	0%	1%	1%	0%	0%	F	0.079	F	0.586	7100	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	9200	G	98%	0%	1%	1%	0%	0%	F	NA			9800	G
	To:		Johnson St													
Bus 250 11 Johnson St	City of Staunton	0.18	Augusta St 13000	G	97%	0%	1%	1%	0%	0%	F	0.078	F	0.564	14000	G
250 (11) Johnson St	Oity of Stauritori				31 /0	70	1 /0	1 /0	070	0 70	'	0.076	'	0.504	14000	O
250 11 Greenville Ave	City of Staunton	0.07	1, SR 254 No 20000	ew St G	96%	1%	2%	1%	1%	0%	F	0.085	F	0.519	21000	G
250 (11) Greenville Ave	City of Stauriton				90%	170	2 %	170	170	0%	Г	0.065	Г	0.519	21000	G
~~ Dialamand Dd	To- From:		REENVILI		000/		00/	40/	40/	00/		0.000		0.500	40000	_
250 Richmond Rd	City of Staunton	0.75	12000	G	96%	0%	2%	1%	1%	0%	F	0.083	F	0.529	13000	G
~~~	To- From:		Statler Blvd		000/		00/	40/	40/	00/		0.000	_	0.540	0.4000	_
Richmond Rd	City of Staunton	0.96	22000	G	96%	0%	2%	1%	1%	0%	F	0.083	F	0.518	24000	G
~~	To- From:		Frontier Rd			}										
250 Richmond Rd	City of Staunton	0.44	28000	G	96%	0%	2%	1%	1%	0%	С	0.084	F	0.513	30000	G
~	To- From:	E	CL Staunto	n		}—										
250)	Augusta County	0.07	31000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.518	32000	G
	To:	I-81	East of Stau	nton												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		t of Staunton	000/		40/	00/	00/	00/	_	0.000	_	0.540	40000	_
(250)	Augusta County	2.51 1	9000 G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.548	19000	G
	To: From:		7-1316]										
250	Augusta County	2.01 1	9000 G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.566	20000	G
	To- From:	07-608	Fishersville		_										
250	Augusta County	2.17 2	0000 A	98%	0%	1%	0%	0%	0%	С	0.104	Α	0.511	21000	Α
	To	WCL V	Waynesboro		—										
250 Main St	City of Waynesboro	0.84 2	2000 G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.508	24000	G
<u> </u>	To	Car	man Ave												
250 Main St	City of Waynesboro		4000 G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	25000	G
230)	To		man Pkwy		_										
250 Main St	City of Waynesboro		6000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.517	17000	G
250) Main St	only of Waymoosofe			0070	¬ ~~	1,0	070	0,0	0,70	•	0.000	•	0.011	17000	Ŭ
250 Main St	City of Waynesboro		Rosser Ave	98%	0%	1%	0%	0%	0%	F	0.086	F	0.538	15000	G
250 Wall St	City of Waynesboro			90 /0	- 0 / 0	1 /0	0 /0	0 /0	0 /0	'	0.000	'	0.556	13000	G
~~~ p	To- From:	·	olar Ave	000/		40/	00/	00/	00/		0.007	_	0.504	45000	_
250 Broad St	City of Waynesboro	0.50 <b>1</b>	5000 G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.534	15000	G
~~~	To- From:		yne Ave												
(250) Broad St	City of Waynesboro	0.12 1	2000 G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.571	13000	G
~	To- From:	Aı	ch Ave		_										
250 Broad St	City of Waynesboro	0.44	3200 G	96%	0%	2%	0%	1%	0%	С	0.083	F	0.536	8600	G
<u> </u>	To:		40 Main St												
250 (340 Main St	City of Waynesboro		0 Broad St 4000 G	96%	- 0%	2%	0%	1%	0%	F	0.084	F	0.524	15000	G
(250)(340) Main St	To:		Delphine Ave		7 070	2 /0	0 /0	1 /0	0 /0	'	0.004	'	0.524	13000	U
	From:		ohine Ave												
250 Main St	City of Waynesboro	1.00	3300 G	94%	0%	3%	0%	2%	0%	F	0.098	F	0.581	8800	G
<u> </u>	Tax	Hı	ınter St		1										
250 Main St	City of Waynesboro		6900 G	94%	0%	3%	0%	2%	0%	С	0.099	F	0.58	7300	G
	To	ECL V	Vaynesboro												
250	Augusta County		5500 G	94%	 0%	3%	0%	2%	0%	F	0.102	F	0.613	6500	G
(250)	/ lagasta sounty			0.70	¬ ° ′ °	0,0	070	_,0	0,70	•	0.102	•	0.010	0000	Ŭ
	Augusta County		on Mountain 6600 G	90%	0%	2%	4%	3%	1%	С	0.089	F	0.515	6700	G
250	Augusta County		County Line	30 70	7 070	2 /0	7 /0	J /0	1 /0	C	0.003	'	0.515	0700	U
	From:		County Line												
250	Nelson County (Maint: 02)	1.27	6600 N	90%	0%	2%	4%	3%	1%	Ν	0.089	Ν	0.515	6700	Ν
	To	SR	6 Afton		—										
Rockfish Gap Trnpk	Nelson County (Maint: 02)		5600 F	92%	1%	2%	1%	5%	0%	С	0.087	F	0.519	5700	F
	To	Albama	arle Co Line												
250 Rockfish Gap Trnpk	Albemarle County		5600 N	92%	1%	2%	1%	5%	0%	N	0.087	N	0.519	5700	N
(200) 1001111011 004 1111011	Striding Coding		R-172	32,0	⊣ ′′ັ	_ / 0	. 70	270	2 / 0		0.001	. •	5.510	5.00	

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
250 Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.45	FR-172 5600	N	92%	」 1%	2%	1%	5%	0%	N	0.087	N	0.519	5700	N
250 Rocklish Gap Thipk	Neison County (Maint. 02)	1.40		IN	9270	170 7	2 70	170	370	070	IN	0.007	IN	0.519	5700	IN
250 Rockfish Gap Trnpk	Nelson County (Maint: 02)	4.00	SR 151 5800	F	97%	0%	1%	1%	1%	0%	С	0.101	F	0.706	5900	F
(230)	To-		FR-852	-		····	.,,	.,,	.,,				-			
250 Rockfish Gap Trnpk	Albemarle County	0.56	6800	F	96%	0%	1%	1%	1%	0%	С	0.098	F	0.721	6500	F
	To- From:	I-64 N	lear Yancey	Mills		1—										
250 Rockfish Gap Trnpk	Albemarle County	1.69	7500	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.502	7700	F
	To- From:	SR 240	Miller Sch	ool Rd												
250 Rockfish Gap Trnpk	Albemarle County	2.97	4900	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.707	5000	F
~~ ·	To- From:		Three Not]										
250 Ivy Rd	Albemarle County	3.29	9700	F	97%	0%	1%	1%	1%	0%	С	0.085	F	0.684	9900	F
() has Pol	Albemorie County		637 Woods 13000	Rd F	97%	0%	10/	1%	1%	0%	F	0.005	F	0.660	14000	F
250 Ivy Rd	Albemarle County	3.80			97%	U% ¬	1%	170	170	0%	Г	0.085	Г	0.668	14000	Г
(0.50)	Albemarle County	US 29; 1.86	Bus US 250 45000) Ivy Rd F	96%	0%	1%	1%	2%	0%	F	0.092	F	0.533	47000	F
(250) (29)	Albertaile County				30 /0	7	1 /0	1 /0	270	0 70	'	0.032	'	0.555	47000	'
(250) (20)	City of Charlottesville	0.35	Charlottes 38000	F	96%	0%	1%	1%	2%	0%	F	0.093	F	0.52	39000	F
250 (29)	To		29, Emmet	t St		<u> </u>										
250	City of Charlottesville	0.32	20000	F	100%	0%	0%	0%	0%	0%	F	0.101	F	0.534	22000	F
	Ta-	104-3	431 Hydrau	lic Rd		1—										
250	City of Charlottesville	0.42	38000	F	100%	0%	0%	0%	0%	0%	F	0.09	F	0.584	42000	F
	Ta- From:		Dairy Rd			}—										
250	City of Charlottesville	0.60	40000	Α	100%	0%	0%	0%	0%	0%	С	0.101	Α	0.574	45000	Α
	To- From:		gby Ave E]										
250	City of Charlottesville	0.33	35000	F	100%	0%	0%	0%	0%	0%	F	0.085	F	0.558	39000	F
	To- From:		McIntire Ro		4000/		00/	00/	00/	00/		0.000		0.505	20200	
250	City of Charlottesville	0.27	34000	F	100%	0%	0%	0%	0%	0%	F	0.082	F	0.585	38000	F
(0.50)	City of Charlottesville	0.32	Park St 37000	F	100%	0%	0%	0%	0%	0%	F	0.081	F	0.558	41000	F
250	City of Gridiottesville				100 /0	7	0 70	0 70	070	0 70	•	0.001	'	0.550	41000	'
250 Long St	City of Charlottesville	0.43	Locust Ave 33000	F	100%	0%	0%	0%	0%	0%	F	0.084	F	0.515	37000	F
230) 2319 31	Ta-		US 250 His		10070	٦	070	070	070	070	•	0.001		0.010	0,000	
250 (20) Long St	From: City of Charlottesville	0.06	33000	<u>N</u>	100%	0%	0%	0%	0%	0%	N	0.084	N	0.515	37000	N
	To-	FCI	Charlottes			1										
250 20 Richmond Rd	Albemarle County	0.20	33000	N	100%	0%	0%	0%	0%	0%	N	0.081	N	0.604	37000	N
	To:	SR 2	0 Stony Poi	nt Rd]										

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

								Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Disharand Dd	From:		0 Stony Point		100%		00/	00/	00/	00/	_	0.004	_	0.004	27000	_
Richmond Rd	Albemarle County	1.64	33000	F	100%	0%	0%	0%	0%	0%	F	0.081	F	0.604	37000	F
250 Richmond Rd	Albemarle County	I-64 Eas 2.16	st of Charlotte 20000	esville F	95%	0%	1%	3%	1%	0%	С	0.093	F	0.688	21000	F
250 Kichindia Ku	Albertaile County				90 /0	7	1 /0	3 /0	1 /0	0 /0	C	0.093	'	0.000	21000	'
250 Richmond Rd	Albemarle County	4.40	22 Louisa R 8300	F F	92%	1%	3%	2%	1%	0%	F	0.089	F	0.605	8500	F
(250)	To:		nna County I		0270	1	0,0	=70	.,,	0,70	•	0.000		0.000	0000	
~~	From:		narle County		000/	10/	00/	00/	40/	00/	0	0.005	_	0.500	0000	0
(250)	Fluvanna County (Maint: 54)	6.00	3400	G	92%	1% -	3%	2%	1%	0%	С	0.095	F	0.592	3300	G
	Ta: From:		Zion Cross F		000/	10/	00/	40/	00/	00/		0.000	_	0.044	0500	
250	Louisa County	2.72	2500	G	92%	1%	3%	1%	3%	0%	F	0.093	F	0.644	2500	G
(ara)	Louisa County	3.81	54-759 1700	G	92%	1%	3%	1%	3%	0%	С	0.105	F	0.542	1600	G
250	Edulad County				JZ /0	1 <i>7</i> 0	370	1 /0	370	0 70	O	0.100	•	0.542	1000	J
250	Louisa County	2.43	; SR 208 Fer 1000	G	92%	1%	3%	1%	3%	0%	F	0.104	F	0.533	1000	G
(230)	To:		anna County I		0270	1	0,0	.,,	0,0	0,70	•	0	•	0.000	.000	
~~~	From:		isa County Li		/	]										
250	Fluvanna County (Maint: 54)	0.71	910 nland County	G	92%	1% 7	3%	1%	3%	0%	F	0.096	F	0.544	900	G
	From:		anna County I													
250	Fluvanna County (Maint: 54)	0.13	920	G	96%	1%	1%	1%	1%	0%	F	0.097	F	0.544	910	G
<u> </u>	To: From:		nland County Inna County I													
250	Goochland County (Maint: 54)	2.05	920	N	96%	<b>1</b> %	1%	1%	1%	0%	Ν	0.097	Ν	0.544	910	N
	Tax	37-6	05 Shannon I	Hill		1										
250	Goochland County (Maint: 54)	0.29	1500	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.555	1400	G
	To:	Richm	nond Mainten	nance		<del> </del>										
250 250	Goochland County	3.23	1400	F	96%	1%	1%	1%	1%	0%	С	0.095	F	0.582	1400	F
<u> </u>	To:		37-606			<del> </del>										
250	Goochland County	6.80	1200	F	96%	1%	1%	1%	1%	0%	F	0.095	F	0.514	1200	F
<u> </u>	To: From:		isa County Li nland County													
250	Louisa County (Maint: 37)	0.48	2500	F	96%	」 1%	1%	1%	1%	0%	F	0.094	F	0.757	2500	F
230)	To:	IIS 4	522 Gum Spr	ring												
(250)	From: Louisa County (Maint: 37)	1.63	1700	F	95%	1%	3%	0%	1%	0%	С	0.094	F	0.651	1700	F
<u></u>	To:		nland County													
	Goochland County	6.72	isa County Li 2800	ine <b>F</b>	97%	] 1%	1%	1%	1%	0%	С	0.095	F	0.772	2900	F
250	Goodhland County				3170	170	170	1 70	1 70	U 70	C	0.095	г	0.112	2900	r
	Googhland County	5.56	7-670 Oilville <b>6000</b>	e G	97%	1%	1%	1%	1%	0%	F	NA			5800	G
250	Goochland County		521 Manakin		JI 70	7	1 70	1 70	1 70	U 70	r	INA			3000	G
		370														

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		21 Manakir													
(250)	Goochland County	0.49	13000	F	97%	1%	1%	1%	1%	0%	F	0.091	F	0.649	13000	F
	To: From:		37-623			}										
(250) Broad St	Goochland County	1.75	15000	F	93%	0%	1%	5%	1%	0%	С	0.093	F	0.597	15000	F
	То:		rico County													
~~~~	From:		nland County	_		]										
250 Broad St	Henrico County	1.60	14000	N	94%	0%	2%	2%	1%	0%	N	0.092	N	0.608	15000	N
	Ta: From:	La	uderdale Dr	ive		}										
(250) Broad St	Henrico County	0.54	14000	G	94%	0%	2%	2%	1%	0%	С	0.092	F	0.608	15000	G
	Tax	SR 27	1 Pouncy Tr	ract Rd		1										
(250) Broad St	Henrico County	0.84	51000	G	96%	0%	1%	2%	1%	0%	С	0.092	F	0.657	54000	G
(230)	т					7										
Prood St	Henrico County	0.75	I-64 <b>42000</b>	G	98%	0%	1%	0%	1%	0%	С	0.097	F	0.661	44000	G
250 Broad St	Herinco County	0.75	42000	G	90%	U70 _	1 70	070	170	0%	C	0.097	Г	0.001	44000	G
~~~	To- From:		Cox Rd			<u> </u>										
(250) Broad St	Henrico County	0.81	42000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.531	44000	G
	To- From:		Gaskins Rd			}										
(250) Broad St	Henrico County	0.50	37000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.531	38000	G
	To:	SD 14	57 Pemberto	n Rd		1										
250 Broad St	From: L Henrico County	1.57	44000	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.523	46000	G
250) 21000 01					0070	7	. , ,	0,0	.,,	0,0		0.002	•	0.020		
Dread Ct	From:	0.70	Parham Rd		97%	40/	40/	40/	40/	0%		0.004		0.540	20000	
250 Broad St	Henrico County	0.72	35000	G	97%	1%	1%	1%	1%	0%	F	0.094	F	0.519	38000	G
~~~	To: From:		gary Spring			}										
250 Broad St	Henrico County	1.15	39000	G	96%	0%	1%	1%	1%	0%	С	0.088	F	0.501	43000	G
<u> </u>	Tax		I-64			1										
250 Broad St	Henrico County	0.90	31000	G	96%	0%	1%	2%	1%	0%	С	0.093	F	0.541	35000	G
	Tax	т	Horsepen Ro	d		1										
250 Broad St	From <b>L</b> Henrico County	1.32	31000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.507	35000	G
(250) Broad St	ricinico county				37 70	7/0	1 70	170	170	0 70	'	0.000	'	0.507	33000	J
	To: From:		CL Richmo		070/		40/	40/	40/	00/	_	0.004	_	0.504	00000	_
250 Broad St	City of Richmond	0.04	30000	G	97%	1% 7	1%	1%	1%	0%	F	0.091	F	0.561	33000	G
	From:		3 Staples M APLES MII		D											
(250) (33) Broad St	City of Richmond	0.79	28000	A	97%	」 1%	1%	1%	1%	0%	С	0.111	Α	0.565	32000	Α
(250) (33) 27000 51	only of recommend				01.70	7	1,70	170	1,70	070	Ŭ	0.111		0.000	02000	, ,
~~~~ LO!	To- From:		Malvern Av		070/	40/	40/	40/	40/	00/		0.004		0.507	00000	_
250 33 Broad St	City of Richmond	0.97	30000	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.587	33000	G
	To: From:		Sheppard St]										
(250) (33) Broad St	City of Richmond	0.38	26000	G	94%	1%	2%	2%	1%	0%	С	0.081	F	0.508	29000	G
$\overline{\qquad}$	To:	SR 30	9 Terminal	Place		1										
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	City of Richmond	0.94	24000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.557	27000	G
(250) (33) Broad St																

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

		Fillidiy di						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 33	3 Par Harris	on St		]										
250 33 Broad St	City of Richmond	80.0	25000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.548	28000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	34000	G	97%	1%	1%	1%	1%	0%	F	NA			37000	G
	Tac From:	US	33 Hancock	St		}										
250 Broad St	City of Richmond	0.76	18000	G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.584	20000	G
<u> </u>	To: From:		2nd St			}										
250 Broad St	City of Richmond	0.38	18000	G	94%	1%	1%	1%	2%	0%	С	0.078	F	0.509	20000	G
<u> </u>	To- From:		8th St			<b>}</b>										
250 Broad St	City of Richmond	0.38	21000	G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.674	24000	G
<i></i>	To:		14th St			1										
250 Broad St	City of Richmond	0.49	13000	G	91%	1%	3%	4%	1%	0%	С	0.090	F	0.734	15000	G
	Toc	11	S 60, 21st S	St .		1										
250 60 Broad St	City of Richmond	0.13	9800	G	97%	1%	2%	1%	0%	0%	F	0.09	F	0.721	10000	G
	To:		23rd St													
Bus	From:	Ch	urchville A	ve												
250 (11) New St	City of Staunton	0.36	930	G	98%	0%	1%	1%	0%	0%	С	0.108	F		990	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	4300	G	97%	0%	1%	1%	0%	0%	С	NA			4600	G
Bus	Ta- From:	]	Frederick St			]										
250 (11) New St	City of Staunton	0.14	2500	G	98%	0%	1%	1%	0%	0%	F	0.092	F		2700	G
230 (11)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:		G	98%	0%	1%	1%	0%	0%	F	NA			9800	G
	To:		Johnson St													
Bus	From:	U	S 250; US 2	29		]										
Bus 250	Albemarle County	0.85	14000	F	97%	0%	1%	2%	0%	0%	С	0.091	F	0.64	15000	F
	To: From:	WCI	_ Charlottes	ville		<b>_</b>										
Bus 250 Ivy Rd	City of Charlottesville	0.50	14000	F	97%	0%	1%	2%	0%	0%	F	0.078	F	0.602	15000	F
(250)11)11.0	To-			•	01.70	7,0	170	270	070	0,0	·	0.070	•	0.002	10000	•
Bus	From:		Emmet St													
250 University Ave	City of Charlottesville	0.40	17000	F	95%	1%	3%	0%	1%	0%	F	NA			18000	F
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
Bus	To: From:	(	Chancellor S	t		]										
250 University Ave	City of Charlottesville	0.19	19000	F	95%	1%	3%	0%	1%	0%	F	0.09	F	0.656	20000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	23000	F	96%	1%	2%	0%	1%	0%	F	NA			25000	F
	To:	C&	O RR Cross	sing		1—										
Bus 250 Main St	City of Charlottesville	0.31	13000	F	95%	<b>-</b> 1%	3%	0%	1%	0%	С	0.065	F	0.51	14000	F
250) Wall St	Combined Traffic Estimates for 2 Parallel Roadways			F	95% 97%	0%	3% 1%	0%	0%	0%	С	0.003 NA	'	0.51	39000	F
	Tombined Trainic Estimates for 2 Farallel Roduways	on this Route.	9th St	r	JI 70	7 0 /0	1 70	U 70	U 70	U 70	C	INA			39000	Г

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Main Ct	From:	0.54	9th St	_	070/	10/	20/	40/	00/	00/		0.000	F	0.570	14000	_
250 Main St	City of Charlottesville	0.51	13000	F	97%	1%	2%	1%	0%	0%	С	0.086	F	0.578	14000	-
•	Combined Traffic Estimates for 2 Parallel Roadway		35000 McIntire Ro	F	98%	0%	1%	0%	0%	0%	С	NA			39000	F
Bus	From:		Main St	l												
250 McIntire Rd	City of Charlottesville	0.22	19000	F	97%	0%	2%	0%	0%	0%	F	0.085	F	0.507	21000	F
230	Combined Traffic Estimates for 2 Parallel Roadway			F	98%	0%	2%	0%	0%	0%	F	NA			29000	F
	Tax		05, Bus US	250 Par		<b>—</b>										
Bus 250 McIntire Rd	City of Charlottesville	0.03	19000	N	97%	<b>-</b> 0%	2%	0%	0%	0%	N	0.085	N	0.507	21000	N
250 Wichille Rd	City of Charlottesville				91 /0	∪ /0 ¬	2 /0	0 70	0 /0	0 /0	IN	0.005	IN	0.507	21000	IN
Bus	From:		Preston Ave	2												
250 Market St	City of Charlottesville	0.53	11000	F	97%	0%	2%	0%	0%	0%	F	0.104	F	0.736	12000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	18000	F	98%	0%	1%	0%	0%	0%	F	NA			20000	F
	To:		9th St			1—										
Bus Oth Chroat	City of Charletteeville	0.40	16000	F	98%	0%	40/	00/	0%	00/	F	NA			40000	F
250 20 9th Street	City of Charlottesville	0.12		г	98%	0%	1%	0%	0%	0%	г				18000	F
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA			_						NA			NA	
Bus	To: From:		9TH ST			<u> </u>										
(250) (20) High St	City of Charlottesville	0.23	12000	F	97%	0%	2%	0%	0%	0%	F	0.091	F	0.582	13000	F
<u></u>	To:		11th St			<b>Ъ</b> —										
Bus (250) (20) High St	City of Charlottesville	0.21	11000	F	97%	0%	2%	0%	0%	0%	С	0.084	F	0.568	12000	F
$\hookrightarrow$	Tax	(	Gillespie Av	'e		1										
Bus Limb Ct	From:		•		070/	<b>-</b>	20/	00/	00/	00/	F	0.000	F	0.500	20000	F
(250) (20) High St	City of Charlottesville	0.45	18000 Long St	F	97%	0% 7	2%	0%	0%	0%	F	0.086	F	0.526	20000	F
						<u> </u>										
Bus	From:		niversity A		000/		40/	00/	00/	00/	_	0.000	_	0.500	0000	_
Rugby Rd	City of Charlottesville	0.38	7900	F	98%	0%	1%	0%	0%	0%	F _	0.093	F	0.598	8600	-
	Combined Traffic Estimates for 2 Parallel Roadway			F	98%	0%	2%	0%	0%	0%	F	NA			29000	F
Bus	From:		Grady Ave Rugby Rd			+										
250 Grady Ave	City of Charlottesville	0.57	4400	F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.521	4800	F
(290)	Combined Traffic Estimates for 2 Parallel Roadway			F	96%	1%	2%	0%	1%	0%	F	NA	-	****	25000	F
	To:		Preston Ave		0070	٦ . ٪	- /0	3 /0	. 70	J /0	•	. 47 1			_5000	•
Bus	From:		Grady Ave			1										
Preston Ave	City of Charlottesville	0.51	22000	F	98%	0%	1%	0%	0%	0%	С	0.083	F	0.503	25000	F
<b>S</b>	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	35000	F	98%	0%	1%	0%	0%	0%	С	NA			39000	F
	Ta:		Market St			1										
Bus Bus Molntiro Bd	From:	0.02		14	070/	<b>-</b>	20/	00/	00/	00/	N.I	0.005	N.I	0.507	21000	N.I
250 250 McIntire Rd	City of Charlottesville	0.03	19000	N	97%	0%	2%	0%	0%	0%	N	0.085	N	0.507	21000	N
	IV.	PR	ESTON A	v E		<del> </del>										

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## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					ites			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	. QN
Bus	From:		Preston Ave													
250 High St	City of Charlottesville	0.54	7700	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.524	8500	F
<u>.</u>	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	18000	F	98%	0%	1%	0%	0%	0%	F	NA			20000	F
	To:		9th St													
	From:		81-770													
251)	Rockbridge County	4.43	850	G	92%	1%	3%	2%	1%	0%	F	0.116	F	0.813	860	G
	To- From:		1-675 Mura		000/		00/	00/	40/	00/		0.004	_	0.700	4000	
251	Rockbridge County	3.85	1800	G	92%	1%	3%	2%	1%	0%	С	0.094	F	0.738	1800	G
	To: From:		South of Le			J							_			
251)	Rockbridge County	1.05	3100	G	92%	1%	3%	2%	1%	0%	F	0.087	F	0.631	3200	G
	To: From:		CL Lexingto Cormick A													
251)Thornhill Rd	City of Lexington	0.38	4900	G	95%	」 1%	2%	1%	1%	0%	С	0.103	F	0.636	5200	G
251) 1110111111111111	To:	0.00	Link Rd		0070	٦	270	170	170	070	Ü	0.100	•	0.000	0200	O
	From:	Т	Thornhill Rd	l												
251 Link Rd	City of Lexington	0.24	4400	G	95%	1%	2%	1%	1%	0%	F	0.102	F	0.641	4600	G
	To:		Main St													
	From:		SR 39			I										
252	Rockbridge County	6.03	270	G	93%	1%	5%	1%	1%	0%	F	0.095	F	0.574	270	G
252)	To:		01.722			1										
250	From: <b>L</b> Rockbridge County	4.22	81-722 <b>280</b>	G	93%	1%	5%	1%	1%	0%	С	0.088	F	0.692	280	G
252	To:		sta County		3370	7	370	170	1 /0	0 70	O	0.000	'	0.002	200	O
	From:		ridge Count													
252	Augusta County	0.69	170	G	95%	1%	3%	0%	1%	0%	F	0.134	F	0.708	170	G
	Tar		N 07-620			1										
252	From: <b>L</b> Augusta County	2.54	370	G	95%	1%	3%	0%	1%	0%	F	0.099	F	0.708	370	G
252)	Augusta County	2.04			0070	7	070	070	170	070	•	0.000	•	0.700	070	Ŭ
	From	4.50	07-682		050/	40/	00/	00/	40/	00/	_	0.000	_	0.700	F40	
252	Augusta County	4.50	530	G	95%	1%	3%	0%	1%	0%	С	0.093	F	0.766	540	G
	To: From:	07-6	70 Middlebi	rook		_										
252	Augusta County	7.52	2000	G	95%	0%	2%	2%	1%	0%	С	0.097	F	0.632	2000	G
	To:		N 07-693			1—										
252	Augusta County	1.77	4500	G	95%	0%	2%	2%	1%	0%	F	0.1	F	0.667	4500	G
	тГ					7										
252) Middlebrook Rd	From: L City of Staunton	1.08	CL Stauntor	G	95%	0%	3%	1%	1%	0%	С	0.111	F	0.527	4200	G
252 Wildulebrook Rd	City of Staumon	1.00		G	93 /6	0 /0	3 /0	1 /0	1 /0	0 /0	C	0.111	'	0.521	4200	G
	To: From:		Bridge St			J					_					
252 Middlebrook Ave	City of Staunton	0.60	4100	G	95%	0%	3%	1%	1%	0%	F	0.097	F	0.576	4400	G
	To: From:		Lewis Street LEWIS ST			-										
252)(254) Beverly St	City of Staunton	0.11	3900	G	97%	」 0%	1%	2%	0%	0%	E	0.096	F		4200	G
252 254 Beverly St	Combined Traffic Estimates for 2 Parallel Roadways										F		r			
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	11000	G	97%	0%	1%	1%	0%	0%		NA			12000	G

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	id intersta	ite Rot	ites											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		Near Buffal		070/		40/	40/	00/	00/	F	0.004	F	0.700	2400	_
254)	Augusta County	2.66	3400	G	97%	0%	1%	1%	0%	0%	F	0.094	F	0.706	3400	G
	To: From:		876 Westvie			<u> </u>										
254	Augusta County	4.52	4900	G	97%	0%	1%	1%	0%	0%	С	0.092	F	0.647	4900	G
	To: From:		/CL Staunto			<b>-</b>										
254 Beverly St	City of Staunton	0.82	9100	G	97%	0%	1%	2%	0%	0%	С	NA			9400	G
	To: From:		Grubert St			}										
254 Beverly St	City of Staunton	0.69	13000	G	97%	0%	1%	2%	0%	0%	F	0.081	F	0.615	14000	G
	To:	T	hornrose Av	e		1—										
254 Beverly St	City of Staunton	0.25	9000	G	97%	0%	1%	2%	0%	0%	F	0.084	F	0.580	9500	G
	To-		Jefferson St													
254 Beverly St	From: L City of Staunton	0.25	4200	G	97%	0%	1%	2%	0%	0%	F	0.085	F		4500	G
204)	To C		SR 254 P			1										
254 Beverly St	From: L City of Staunton	0.23	2000	G	97%	0%	1%	2%	0%	0%	F	0.085	F		2200	G
254 Bevery or	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	0%	1%	1%	0%	0%	F	NA	•		5200	G
	T	or the reduc.			01 70	7	170	170	070	0 70	•	100			0200	O
254)(252)Beverly St	From: City of Staunton	0.11	Lewis St <b>3900</b>	G	97%	0%	1%	2%	0%	0%	F	0.096	F		4200	G
254 252 Beverly St	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	0%	1%	1%	0%	0%	F	NA	'		12000	G
	- F	or triis reduce.			31 70	7	1 70	1 70	070	0 70		IVA			12000	0
254 Beverly St	City of Staunton	0.06	US 250 <b>3900</b>	N	97%	0%	1%	2%	0%	0%	N	0.096	N		4200	N
254 Develly St	Combined Traffic Estimates for 2 Parallel Roadways			N	97%	0%	1%	2% 1%	0%	0%	N	0.090 NA	IN		9100	N
	Combined Traine Estimates for 2 Farallel Roadways	on this Route.		in .	91 /0	7 0 / 0	1 /0	1 /0	0 /0	0 /6	IN	INA			9100	IN
Dayariy Ct	To- From:	0.40	New St	_	97%	00/	40/	20/	00/	0%	F	0.400	F		2400	
254 Beverly St	City of Staunton	0.16	2000	G		0%	1%	2%	0%			0.103	г		2100	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	6600 Coalter St	G	97%	0% 7	1%	1%	0%	0%	F	NA			7100	G
	From:	SR 25	54 P, Frederi	ck St												
254 Coalter St	City of Staunton	0.16	5500	G	97%	0%	1%	2%	0%	0%	F	0.098	F	0.594	5800	G
$\bigcirc$	Ta	US 11 U	S 250 Comr	nerce St		1										
254) 11 Commerce Rd	City of Staunton	0.68	3200	G	95%	0%	2%	2%	1%	0%	С	0.1	F	0.558	3400	G
	Tex	TIC 1	1 Commerce	. D.d		1										
254 New Hope Rd	From: L City of Staunton	2.45	1200	G	93%	1%	3%	3%	0%	0%	С	0.117	F	0.705	1200	G
254) New Hope Na	Oity of Otauritori				3370	1 / U	370	370	070	0 70	O	0.117	'	0.700	1200	0
	To- From:		CL Stauntor		010/	10/	20/	20/	20/	00/		0.115	F	0.630	1200	
254	Augusta County	1.59	1200	G	91%	1% -	3%	3%	2%	0%	С	0.115	F	0.638	1300	G
	To: From:		SR 275			<u> </u>										
254	Augusta County	3.92	5800	G	93%	0%	2%	3%	2%	0%	F	0.104	F	0.591	5900	G
	To: From:		07-608			}										
254)	Augusta County	3.45	4900	G	93%	0%	2%	3%	2%	0%	С	0.1	F	0.54	5000	G
$\smile$	To	<u> </u>	07-640													

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pilitary ar						Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		07-640													
254	Augusta County	0.93	5300	G	93%	0%	2%	3%	2%	0%	F	0.100	F	0.597	5300	G
104	To: From:		CL Waynesb		0.40/	10/	00/	40/	40/	00/		0.005	_	0.050	7000	
254) Ivy St	City of Waynesboro	1.19	7100	G	94%	1%	2%	1%	1%	0%	С	0.095	F	0.653	7600	G
254) Ivy St	City of Waynesboro	0.52	opeman Pkv <b>7300</b>	yy G	94%	1%	2%	1%	1%	0%	F	0.094	F	0.505	7800	G
254)119 61	To To		King Ave		0170	۰ <i>٬</i> ۰۰	270	170	170	070	•	0.001		0.000	7000	
254) Poplar Ave	From: <b>L</b> City of Waynesboro	0.30	12000	G	97%	0%	2%	1%	0%	0%	С	0.091	F	0.556	13000	G
	Ta		Broad St			1										
Poplar Ave	City of Waynesboro	0.07	4000	G	97%	0%	2%	1%	0%	0%	F	0.094	F	0.562	4300	G
	To		Main St													
Erodorick St	City of Staunton	0.35	Jefferson St 2800	G	98%	<b>」</b> 0%	1%	0%	0%	0%	С	0.101	F		3000	G
Frederick St	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	0%	1%	1%	0%	0%	F	NA	'		5200	G
	To To	on the reduct.	Central St		01 70	٠ <i>٠</i> ،٠	170	170	070	070	•					
254 252 Frederick St	City of Staunton	0.11	7100	G	98%	0%	1%	0%	0%	0%	F	0.085	F		7500	C
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	11000	G	97%	0%	1%	1%	0%	0%	F	NA			12000	(
	To: From:		250 P, Nev			]					_		_			
Frederick St	City of Staunton Combined Traffic Estimates for 2 Parallel Roadways	0.24	4600	G G	98% 97%	0% 0%	1% 1%	0% 1%	0% 0%	0% 0%	F F	0.085 NA	F		4900	
	Combined Tranic Estimates for 2 Parallel Roadways o	on this Route.	6600 Coalter St	G	91%	7	170	170	0%	0%	Г	INA			7100	(
	From:		US 50			j										
255	Clarke County	0.79	1300	F	97%	1%	1%	0%	0%	0%	F	0.114	F	0.505	1300	F
	To: From:		N 21-723			]										
255	Clarke County	3.05	<b>1700</b> US 340	F	97%	1% 7	1%	0%	0%	0%	С	0.106	F	0.518	1800	F
	From:		US 11			<u> </u>										_
256) Weyers Cave Rd	Augusta County	0.14	9900	G	92%	1%	1%	1%	5%	0%	F	0.079	F	0.605	10000	C
	Ta- Erow		I-81			<b>—</b>										
256) Weyers Cave Rd	Augusta County	1.22	8800	F	92%	1%	1%	1%	5%	0%	С	0.086	F	0.582	9100	F
	Ta. From:		SR 276			]——										
Weyers Cave Rd	Augusta County	4.50	5500	Α	93%	1%	2%	1%	3%	0%	С	0.106	Α	0.64	5900	A
	Toe		ngham Coun	4	0.40/	]	40/	00/	00/	00/		0.000		0.500	4000	_
3rd Street	Town of Grottoes (Maint: 82)	0.42	4700	F	94%	1%	1%	2%	3%	0%	С	0.092	F	0.569	4800	F
3rd Street	Town of Grottoes (Maint: 82)	0.37	ogwood Av <b>4800</b>	_{/е} <b>F</b>	94%	1%	1%	2%	3%	0%	F	0.088	F	0.525	4900	F
3rd Street	TOWITOR GROWGES (IMAIRIL 02)	0.37			<b>∃</b> <del>1</del> /0	7	1 /0	∠ /0	J /0	U /0	'	0.000	'	0.320	7300	F
256) 3rd Street	Town of Grottoes (Maint: 82)	0.13	Aspen Ave 4500	F	91%	0%	3%	3%	3%	0%	F	0.092	F	0.540	4700	F
230)	To:	55	US 340	-	/ 0	7	- / 0	- / 0	- / 0	- / •	-		-			•

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## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary a						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		82-924													
257)	Rockingham County	2.89	760	F	97%	1%	1%	1%	1%	0%	F	0.108	F	0.689	780	F
	To- From:		W 82-731			]										
257	Rockingham County	2.78	2100	F	97%	1%	1%	1%	1%	0%	С	0.087	F	0.704	2200	F
	To- From:		E 82-613			]										
257)	Rockingham County	3.94	2900	F	97%	1%	1%	1%	1%	0%	F	0.096	F	0.671	3000	ı
	To- From:		82-738			}—										
257)	Rockingham County	1.86	4000	F	97%	1%	1%	1%	1%	0%	F	0.090	F	0.765	4100	I
	Ta- From:		WCL Daytor			}—										
257)	Town of Dayton (Maint: 82)	0.42	4000	N	97%	1%	1%	1%	1%	0%	N	0.090	Ν	0.765	4100	
	To: From:		W SR 42 Bu E RT 42 BU													
257 (42)	Town of Dayton (Maint: 82)	0.42	16000	N	96%	0%	1%	1%	2%	0%	N	0.078	Ν	0.613	16000	-
201) (42)	To-		CL Dayton			1										
257) (42)	Rockingham County	0.63	14000	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.52	14000	
	To	C	L Bridgewat	tor		<b></b>										
257) (42)	Town of Bridgewater	0.30	16000	N	96%	0%	1%	1%	2%	0%	N	0.078	Ν	0.613	16000	-
	To-	NCL	BRIDGEW	ATED		<b></b>										
257) (42) N Main Street	Town of Bridgewater	1.00	16000	F	96%	0%	1%	1%	2%	0%	F	0.078	F	0.613	16000	
31) 42)	To-	NOI	RTH RIVER	DD		1										
257) (42) N Main Street	Town of Bridgewater	0.08	16000	F	96%	0%	1%	1%	2%	0%	С	0.08	F	0.615	16000	
	To-	MT C	RAWFORE	AVE		1										
257) (42) N Main Street	Town of Bridgewater	0.30	13000	F	96%	0%	1%	1%	2%	0%	F	0.078	F	0.624	13000	
	Too	SE	R 42 MAIN	TZ		1										
Dinkel Ave	Town of Bridgewater	1.76	7600	F	93%	0%	1%	1%	4%	0%	С	0.084	F	0.57	7800	
	To:	F(	CL Bridgewa	nter		1										
257)	Rockingham County	0.80	9200	F	93%	0%	1%	1%	4%	0%	F	0.088	F	0.583	9400	
			W US 11			<b></b>										
257)	Rockingham County	0.86	11000	F	93%	0%	1%	1%	4%	0%	F	0.085	F	0.547	11000	
	Ta		I-81			1										
	From:	North	Carolina Sta	te Line												
Smith Ferry Road	Southampton County	5.28	4300	F	93%	1%	1%	0%	5%	0%	F	0.081	F	0.698	4400	
~	To- From:	SR 18	39 South Qu	ay Rd		1—										
Smith Ferry Road	Southampton County	3.43	3800	F	93%	1%	1%	0%	5%	0%	С	0.090	F	0.631	3900	
~	To- From-	87-684	Dogwood B	Bend Rd		1										
Smith Ferry Road	Southampton County	0.41	4300	F	93%	1%	1%	0%	5%	0%	F	0.092	F	0.521	4400	
~	To:		SCL Franklii	n		<b>—</b>										
South Street	City of Franklin	0.28	4900	F	97%	1%	1%	0%	1%	0%	С	0.093	F	0.516	5300	
	To:	(	College Driv	e		1										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

<b>-</b>						_		Tru	ıck			K		Dir		
Route	Jurisdiction		AADT		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
258 South Street	City of Franklin	0.25	College Driv <b>9500</b>	'е <b>F</b>	97%	1%	1%	0%	1%	00/	F	0.088	F	0.505	10000	F
South Street	City of Franklin	0.25			97%	1%	1%	0%	1%	0%	F	0.088	r	0.505	10000	Г
258 South Street	City of Franklin	0.35	Bank Street 8900	F	97%	1%	1%	0%	1%	0%	F	0.088	F	0.521	9800	F
230)	To.		oosevelt Stre	- et		¬	.,,		.,,		-					
258 South Street	City of Franklin	0.15	8700	F	97%	1%	1%	0%	1%	0%	F	0.092	F	0.531	9500	F
	To- From:		Oak Street			]—										
258 South Street	City of Franklin	0.16	7700	F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.555	8400	F
<del>~</del>	To- From:		Pretlow Stree			]—										
258 South Street	City of Franklin	0.21	6600	F	97%	1%	1%	0%	1%	0%	F	0.088	F	0.544	7200	F
~~~	To From:	0.40	High Street		0=0/	<u> </u>	10/	40/	40/	201						
258 South Street	City of Franklin	0.16	3900 Main Street	F	97%	0% 7	1%	1%	1%	0%	F	0.086	F	0.568	4200	F
	From:		South Street													
258 Main Street	City of Franklin	0.29	3700	F	97%	0%	1%	1%	1%	0%	С	0.085	F	0.585	4100	F
	To: From:	S	econd Avent Main Street													
258 Second Avenue	City of Franklin	0.12	6000	F	97%	0%	1%	1%	1%	0%	F	0.094	F	0.610	6600	F
~	To:		lechanic Stre													
258 58 58	City of Franklin	0.19	Mechanic St 10000	F	97%	1 %	1%	0%	1%	0%	F	0.087	F	0.600	12000	F
	To	1	ECL Franklii	n		1										
Bus	Southampton County	0.03	10000	 F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.600	12000	F
258 (58)	To:		Wight Coun		31 70	٦ ' ٪	1 /0	0 70	170	0 70	'	0.007		0.000	12000	
Bus	From:		mpton Coun	_												
258 (58)	Isle of Wight County	1.54	9200 E US 58	G	97%	1%	1%	0%	1%	0%	F	0.079	F	0.503	9200	G
	From:		US 58 Bus													
258	Isle of Wight County	6.79	4000	G	87%	1%	2%	1%	9%	0%	F	0.079	F	0.538	4000	G
	To: From:		W 46-641]—										
258	Isle of Wight County	5.85	5200	G	87%	1%	2%	1%	9%	0%	С	0.087	F	0.669	5200	G
	To: From:		VCL Windso]										
258	Town of Windsor (Maint: 46)	0.19	4700	G	87%	1%	2%	1%	9%	0%	F	0.078	F	0.555	4800	G
	Tours of Windows (Maint AG)	0.25	US 460 5400	G	92%	10/	20/	10/	E0/	0%	F	0.076	F	0.500	E400	
258	Town of Windsor (Maint: 46)	0.25			92%	1%	2%	1%	5%	0%	F	0.076	г	0.599	5400	G
	Isle of Wight County	7.49	ECL Windso 4700	or G	92%	1%	2%	1%	5%	0%	F	0.091	F	0.668	4700	G
258	isle of wright county				JZ /0	1 /0 7	Z /0	1 /0	J /0	0 /0	'	0.031	'	0.000	4700	3
250	Isle of Wight County	5.68	5-637 Orbit I 5500	Rd G	92%	1%	2%	1%	5%	0%	С	0.090	F	0.589	5500	G
258	To:		New WCL Si			٦ . / ١	_ /0	. 70	3 / 0	J /0	9	0.000	•	0.000	2300	0

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

1		4 4 DT		4	_		Tru	ck		00	K	014	Dir	AAMADT	0)4/
	Length	AADI	QA	41Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
				0.40/	101	201	407	00/	20/	_		_		44000	
I own of Smithfield (Maint: 46)	0.27	11000	G	94%	1%	2%	1%	3%	0%	С	0.094	F	0.618	11000	G
To- From:				2001	101	201	40/	00/	201			_			
Town of Smithfield (Maint: 46)			G	93%	1% 1	2%	1%	2%	0%	С	0.09	F	0.538	14000	G
From:			hfield												
Town of Smithfield (Maint: 46)			G	92%	1%	3%	1%	3%	0%	С	0.092	F	0.509	16000	G
To:															
From:]					_					
Town of Smithfield (Maint: 46)	0.31	27000	G	91%	1%	3%	3%	3%	0%	F	0.088	F	0.508	28000	G
To: From:					}										
Town of Smithfield (Maint: 46)	0.65	25000	G	91%	1%	3%	3%	3%	0%	F	0.087	F	0.546	25000	G
To: From:	New S	CL Smithfie	eld		 										
Isle of Wight County	1.00	25000	N	91%	1%	3%	3%	3%	0%	Ν	0.087	Ν	0.546	25000	Ν
To:	SR 10 & SE	R 32 Benns	Church		1										
Isle of Wight County			G	91%	1%	3%	3%	3%	0%	С	0.088	F	0.612	23000	G
To	US 17 &	k SR 32 Bar	rtlett		1										
From:	US 17,	SR 32 Bartl	lett												
Isle of Wight County	2.17	26000	Α	96%	0%	1%	2%	2%	0%	С	0.112	Α	0.670	28000	Α
To: From:		F-807			 										
Isle of Wight County	4.64	27000	G	96%	0%	1%	2%	2%	0%	F	0.083	F	0.616	28000	G
To:		-													
From:		<u> </u>		000/	00/	40/	00/	00/	00/	_	0.000	_	0.040	00000	_
City of Newport News	0.22	27000	G	96%	0%	1%	2%	2%	0%	F	0.083	F	0.616	28000	G
To: From:															
City of Newport News	0.56	40000	G	95%	1%	2%	1%	1%	0%	С	0.090	F	0.634	42000	G
To- From	Jefl	ferson Ave			-										
City of Newport News	0.29	39000	G	98%	0%	0%	1%	1%	0%	F	0.086	F	0.587	40000	G
To:															
City of Hampton				000/	00/	00/	10/	10/	00/	г	0.004	_	0.550	46000	G
City of Hampton				96%	U% -	0%	170	170	0%	Г	0.064	Г	0.552	46000	G
To- From:				/	<u> </u>										
City of Hampton	0.52	49000	Α	98%	0%	0%	1%	1%	0%	С	0.093	Α	0.500	49000	Α
To- From:	14-7021	Big Bethel I	Road]										
City of Hampton	0.80	48000	G	98%	0%	0%	1%	1%	0%	F	0.082	F	0.502	49000	G
To-	Abe	rdeen Road	l		—										
City of Hampton			G	96%	0%	1%	1%	1%	0%	С	0.083	F	0.542	55000	G
To	CD //15	Oueen Str	eet		Щ.										
	SIX 413	/ Vuccii oli	ωı												
City of Hampton		59000	G	98%	0%	0%	1%	1%	0%	F	0.080	F	0.505	60000	G
	Town of Smithfield (Maint: 46) Town of Smithfield (Maint: 46) Town of Smithfield (Maint: 46) Isle of Wight County Town of Smithfield (Maint: 46) Isle o	Town of Smithfield (Maint: 46) 0.27	Town of Smithfield (Maint: 46) 0.27 11000	Town of Smithfield (Maint: 46) 0.27 11000 G	Town of Smithfield (Maint: 46) 0.27 11000 G 94%	Town of Smithfield (Maint: 46) 0.27 11000 G 94% 1%	Town of Smithfield (Maint: 46) 0.27 11000 G 94% 1% 2%	Length AADT QA 4Tire Bus 2Axle 3+Axle	Durisdiction	Town of Smithfield (Maint: 46)	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor	Length AADT QA 4Tire Bus 2Axle 34-Axle 1Trail 2Trail QC Factor QK	Second Control Contr	Authorited Carlot
2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K	016	Dir		٥١.
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
258 (134) Mercury Blvd	From: City of Hampton	0.26	I-64 55000	G	95%	」 ○%	1%	2%	2%	0%	С	0.082	F	0.538	56000	G
200).07/	Tou		oliseum Dri	ve		1										
258 134 Mercury Blvd	City of Hampton	0.57	47000	G	95%	0%	1%	2%	2%	0%	С	0.084	F	0.516	47000	G
	To- From:		Cunninghai			<u> </u>										
258 134 Mercury Blvd	City of Hampton	0.24	50000	G	98%	0%	0%	1%	1%	0%	F	0.084	F	0.503	51000	G
258 Mercury Blvd	City of Hampton	SR 134 0.63	Armistead . 54000	Avenue G	97%	0%	1%	0%	1%	0%	С	0.085	F	0.533	57000	G
	Ta-	L	asalle Avenu	ue		1										
258 Mercury Blvd	City of Hampton	0.89	56000	G	97%	0%	1%	0%	1%	0%	F	0.084	F	0.55	60000	G
~	Ta- From:	SR	278 King St	reet]—										
Mercury Blvd	City of Hampton	1.12	28000	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.515	30000	G
Moroupy Phys	City of Hampton	0.55	Andrews Blv 18000	rd G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.505	19000	G
Mercury Blvd	City of Hampton				97 70	170	170	070	170	076	Г	0.000	Г	0.505	19000	G
258 Mercury Blvd	City of Hampton	0.94	51 Pembroke 11000	G Ave	97%	1%	1%	0%	1%	0%	С	0.098	F	0.613	12000	G
	Ta	SR 1	69 Mallory S	Street		1—										
258 Mercury Blvd	City of Hampton	0.80	6300	G	97%	1%	1%	0%	1%	0%	F	0.125	F	0.883	6700	G
	To		43 Mellen S			<u> </u>										
Bus 258 Main Street	Town of Smithfield (Maint: 46)	0.20	SR 10 Bypas 9900	G G	97%	」 0%	2%	0%	1%	0%	F	0.092	F	0.558	9900	G
	To-		Grace Street			1										
Bus 258 Main Street	Town of Smithfield (Maint: 46)	0.10	7000	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.507	7100	G
256) Main Greek	To To	0.10	Cary Street			7	270	070	170	070		0.000		0.007	7 100	
Bus 258 Main Street	Town of Smithfield (Maint: 46)	0.34	6100	G	97%	- 0%	2%	0%	1%	0%	F	0.095	F	0.606	6200	G
238) Wall Greek	Town of Officement (Marit. 40)		Church Stree		01 70	7	270	070	170	070	•	0.000		0.000	0200	Ŭ
Bus Bus (10) Main Street	Town of Smithfield (Maint: 46)	0.79	15000	G	97%	ا 0%	2%	0%	1%	0%	F	0.092	F	0.568	15000	G
258) (10) Wall Street	Town or Smittmed (Waint. 40)		ed Point Dri		31 /0	7	2 70	0 70	1 70	0 70	'	0.032	'	0.300	13000	0
Bus Bus 258 (10) South Church Street	Town of Smithfield (Maint: 46)	0.79		G	97%	0%	2%	0%	1%	0%	С	0.087	F	0.563	14000	G
258 (10) South Church Street	Town of Smitimed (Maint. 40)		14000		9170	U% 7	2 70	070	170	070	C	0.007	Г	0.303	14000	G
Bus Bus	From:		ttery Park R		070/	00/	00/	00/	40/	00/	_	0.00	_	0.504	40000	_
258 (10) South Church Street	Town of Smithfield (Maint: 46)	0.85	16000 SR 10 Bypas	G	97%	0% 7	2%	0%	1%	0%	F	0.09	F	0.534	16000	G
ALT	From		Main St													
258) Grace St	Town of Smithfield (Maint: 46)	0.14	3200	G	96%	1%	3%	0%	1%	0%	С	0.097	F	0.633	3200	G
ALT	To- Fram		Cary St			}										
258) Grace St	Town of Smithfield (Maint: 46)	0.34	3000	G	97%	0%	2%	0%	0%	0%	С	0.094	F	0.724	3000	G
\smile	То:	N	orth Church	St												

7/15/2004

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	ia interse	ato i tot				Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		US 11]										
259)	Rockingham County	2.34	6800	F	93%	0%	1%	1%	4%	0%	F	0.085	F	0.522	7000	F
250	Rockingham County	1.61	82-619 7000	F	93%	0%	1%	1%	4%	0%	С	0.088	F	0.51	7200	F
259	To-		CL Broadw			٠ <i>٠</i> ، ٠	170	170	170	070		0.000		0.01	. 200	
259	Town of Broadway (Maint: 82)	0.45	7000	N	93%	0%	1%	1%	4%	0%	N	0.088	N	0.51	7200	N
	To: From:		East of Bro		2.10/	<u> </u>	40/	40/	201	201						
259 42	Rockingham County	0.29	7500	N	94%	1%	1%	1%	3%	0%	N	0.083	N	0.538	7700	N
	Ta- From:		L Broadwa	•	2.10/		40/	101	201	201	_					
259 42	Town of Broadway (Maint: 82)	0.33	7500	F	94%	1%	1%	1%	3%	0%	F	0.083	F	0.538	7700	F
(050)	Town of Broadway (Maint: 82)	SR 4 0.36	2 BROADV 8900	VAY F	93%	0%	1%	1%	4%	0%	F	0.082	F	0.65	9100	F
259	Town of Broadway (Maint. 02)		CL Broadw		90 /0	7	1 70	1 70	470	0 70	'	0.002	'	0.03	9100	'
259	From: Rockingham County	2.92	8900	/ay N	93%	0%	1%	1%	4%	0%	N	0.082	N	0.65	9100	N
	To:		E 82-613			1										
259	Rockingham County	3.75	4800	F	87%	1%	1%	3%	9%	0%	F	0.077	F	0.715	4900	F
	To: From:	7.05	82-612 3100	F	87%] 1%	1%	3%	9%	0%	С	0.083	F	0.740	2200	F
259	Rockingham County	7.35			07 70	170	170	370	970	070	C	0.063	Г	0.748	3200	Г
259	Rockingham County	2.41	-820 Fitzwa 2100	rter F	87%	1%	1%	3%	9%	0%	F	0.073	F	0.722	2200	F
(259)	ROCKING HATTI COUNTY				0170	170 7	170	370	970	070	Г	0.073	Г	0.722	2200	Г
259 Carpers Pike	Frederick County	0.65	Virginia Sta 2300	G Line	95%	1%	1%	1%	3%	0%	F	0.089	F	0.744	2400	G
239) 64: por 6 1 :::0	To:		Virginia Sta			<u>. </u>	.,,	.,,	0,0	0,0	•	0.000		0		
259 Carpers Pike	From L Frederick County	4.34	2500	G	95%	1%	1%	1%	3%	0%	С	0.094	F	0.721	2600	G
239) carpers 1 inc	To:		Northweste		0070	1	170	170	070	070		0.004		0.721	2000	
ALT	From:	SF	259 SOU	ГН												
259 (42)	Town of Broadway (Maint: 82)	0.32	6500	F	94%	1%	1%	1%	3%	0%	С	0.087	F	0.598	6700	F
\bigcirc	To: From:		SR 42			1—										
ALT 259 Broadway Ave	Town of Broadway (Maint: 82)	0.72	1700	F	93%	0%	1%	1%	4%	0%	F	0.1	F	0.504	1700	F
239)	To:		SR 259			1										
	From:		US 58													
260	City of Suffolk (Maint: 61)	0.91	3600	G	58%	0%	2%	3%	37%	0%	С	0.090	F	0.719	3700	G
	Isle of Wight County	1.38	NCL Suffol 3700	k G	55%	1%	2%	3%	40%	0%	С	0.091	F	0.68	3700	G
260	ISIE OF WIGHT COUNTY	1.30	46-656	<u> </u>	55%	170	∠70	370	40%	U70	C	0.091		0.00	3/00	G
	From:	46-65	6 RT CHA	NGE		1										
260	Isle of Wight County	1.43	NA			_						NA			NA	
\smile	To:	US	258 C4US	58												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		d Greenville]										
261 Statler Blvd	City of Staunton	0.84	9800	G	95%	0%	0%	3%	1%	1%	С	0.094	F	0.569	10000	G
	To: From:		Richmond R]										
Statler Blvd	City of Staunton	0.78	14000	G	95%	0%	1%	3%	1%	0%	С	0.099	F	0.507	15000	G
	To: From:		Vew Hope R]—										
261)Statler Blvd	City of Staunton	0.14	15000	G	95%	0%	1%	3%	1%	0%	F	0.09	F	0.525	16000	(
	To: From:	(Commerce R]—										
Statler Blvd	City of Staunton	0.25	12000	G	95%	0%	1%	3%	1%	0%	F	0.087	F	0.528	12000	(
<u> </u>	To- From:		Beverly St]										
Statler Blvd	City of Staunton	0.20	11000	G	95%	0%	1%	3%	1%	0%	F	0.086	F	0.546	11000	(
	To-		Coalter St													
	From:	0.04	US 11		050/		00/	40/	00/	00/	•	0.00-	_	0.500	11000	
262)	Augusta County	2.94	11000 I-81	G	95%	0% T	2%	1%	2%	0%	С	0.097	F	0.599	11000	(
	Emm															
202	Shenandoah County	1.75	85-659 980	G	96%	1 %	1%	1%	1%	0%	F	0.116	F	0.735	980	(
263)	To I	1.70				٦ '	170	170	170	070	•	0.110	•	0.700	000	
200	Shenandoah County	4.74	85-717 2100	G	96%	1%	1%	1%	1%	0%	С	0.084	F	0.508	2000	(
263	To:	7.77	W SR 42		3070	7	1 70	1 /0	170	0 70	O	0.004	'	0.500	2000	•
	From-		E SR 42													
263	Shenandoah County	1.46	2100	В	97%	1%	1%	1%	1%	0%	С	0.112	Α	0.548	2000	ı
	To: From:		85-716]—										
263	Shenandoah County	4.36	3100	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.549	3000	(
	To- From:	Wo	CL Mt. Jacks]—										
263	Town of Mt. Jackson (Maint: 85)	0.52	3100	N	97%	1%	1%	1%	1%	0%	Ν	0.087	Ν	0.549	3000	ı
	To:		US 11													
East 264	From:	1.10	I-64; I-664		0.40/		00/	40/	00/	00/	_	0.405	_		00000	
264)	City of Chesapeake (Maint: 64)	1.10	24000	F	94%	0%	2%	1%	3%	0%	F	0.125	F		26000	
	Combined Traffic Estimates for 2 Parallel Roadways o			F	94%	0%	1%	1%	3%	0%	F	NA			53000	
East	To. From:	W	CL Portsmo	uth		_										
264)	City of Portsmouth (Maint: 64)	0.23	24000	F	94%	0%	2%	1%	3%	0%	F	0.125	F		26000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	49000	F	94%	0%	1%	1%	3%	0%	F	NA			53000	
ant	To From:	Gr	eenwood Dr	ive		_										
264)	City of Portsmouth (Maint: 64)	1.29	23000	F	94%	0%	2%	1%	3%	0%	F	0.131	F		25000	
204)	Combined Traffic Estimates for 2 Parallel Roadways of			F	94%	0%	1%	1%	3%	0%	F	NA	•		51000	
	To-		239 Victory		3170	7	.,,,	.,,								
East	From:				_											
264)	City of Portsmouth (Maint: 64)	0.94	30000	Α	94%	0%	2%	1%	3%	0%	С	0.127	Α		33000	,
	Combined Traffic Estimates for 2 Parallel Roadways of			Α	94%	0%	1%	1%	3%	0%	С	0.1	В	0.523	65000	,
	To·	SR 33	7 Portsmout	h Blvd												

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

Route			Primary ar	iu intersta	ale Rol	iles											
Sept ALT Cliy of Portsmouth (Maint: 64) 0.72 31000 F 94% 0% 2% 1% 3% 0% F 0.093 F 34000 F	Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1900 F 94%								2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Combined Traffic Estimates for 2 Parallel Roadways on this Route \$1000 F 94% 0% 1% 1% 3% 0% F NA 66000 F East ALT Its 717 resident intent Its 718 resident Its 718 resident intent Its 718 resident intent Its 718 resident It		From:				0.40/		00/	40/	00/	00/	_		_			_
Combined Traffic Estimates for 2 Parallel Roadways on this Route: #5000 F 94% 0% 2% 1% 3% 0% F 0.098 F 43000 F	264 460	, ,										•		F			-
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 15000 F 94% 0% 2% 1% 3% 0% F 0.098 F 43000 F 2660 F 26		Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	61000	F	94%	0%	1%	1%	3%	0%	F	NA			66000	F
Combined Traffic Estimates for 2 Parallel Roadways on his Router Solution	East ALT	To- From:	US 1	7 Frederick	Blvd		}—										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 75000 F 94% 0% 1% 1% 3% 0% F NA 81000 F		City of Portsmouth (Maint: 64)	0.99	40000	F	94%	0%	2%	1%	3%	0%	F	0.098	F		43000	F
City of Portsmouth (Maint: 64)	204) (400)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	75000	F	94%	0%	1%	1%	3%	0%	F	NA			81000	F
City of Portsmouth (Maint: 64)		To	De	en Creek Rl	lvd		1										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 7200 F 94% 0% 1% 1% 3% 0% F NA 78000 F SR 14 Estimates for 2 Parallel Roadways on this Route: 18000 G 94% 0% 2% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 G 94% 0% 1% 1% 3% 0% F NA 78000 F 94% 0% 2% 1% 3% 0% F NA 78000 F 94% 0% 2% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 3% 0% F NA 18000 F 94% 0% 1% 1% 1% 3% 0% F NA 180000 F 94% 0%		From:				2.10/		00/	407	00/	00/	_		_			_
SR 141 Effinglum St	264 460	,												F			F
City of Portsmouth (Maint: 64) 0.87 34000 G 94% 0% 2% 1% 3% 0% F NA 71000 G		Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	72000	F	94%	0%	1%	1%	3%	0%	F	NA			78000	F
City of Portsmouth (Maint: 64) 0.87 344000 G 94% 0% 2% 1% 3% 0% F NA 36000 G G G Mainter (Maint: Estimates for 2 Parallel Roadways on this Route: 65000 G 94% 0% 1% 1% 3% 0% F NA 71000 G G G G G G G G G	Fast ALT	To- From:	SR 1	41 Effingha	m St]										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 G 94% 0% 1% 1% 3% 0% F NA 71000 G		City of Portsmouth (Maint: 64)	0.87	34000	G	94%	0%	2%	1%	3%	0%	F	NA			36000	G
City of Norfolk (Maint: 64) 0.55 34000 G 94% 0% 2% 1% 3% 0% F NA 36000 G G 264 460 0% 2% 1% 3% 0% F NA 71000 G 710000 G 7100000 G 7100000 G 7100000 G 7100000 G 7100000 G 7100000 G 71000000 G 71000000 G 71000000 G 71000000 G 710000000 G 7100000000000000000000000000000000000	204 (400)	,										F					
City of Norfolk (Maint: 64) 0.55 34000 G 94% 0% 2% 1% 3% 0% F NA 71000 G		To:						.,,			- / -	-					
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 65000 G 94% 0% 1% 1% 3% 0% F NA 71000 G East ALT Z64 460 City of Norfolk (Maint. 64) 0.16 51000 F 94% 0% 2% 1% 3% 0% F 0.087 F 55000 F Ombined Traffic Estimates for 2 Parallel Roadways on this Route: 109000 F 94% 0% 1% 1% 3% 0% F NA 118000 F NA 118000 F NA 118000 F NA 118000 F NA 118000 F NA 118000 F NA 118000 F NA 118000 F NA 118000 F NA 118000 F NA 118000 N NA 118000 N NA 118000 N NA 118000 N NA 118000 N NA 118000 N NA 118000 N NA 1180000 N NA 118000 N NA 1180	East ALT	From:															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 105000 F 94% 0% 2% 1% 3% 0% F 0.087 F 55000 F 0.087 F	264 (460)	, ,										F					
City of Norfolk (Maint: 64) 0.16 51000 F 94% 0% 2% 1% 3% 0% F 0.087 F 55000 F 550000 F 550000 F 550000 F 550000 F	\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	65000	G	94%	0%	1%	1%	3%	0%	F	NA			71000	G
City of Norfolk (Maint: 64) 0.16 51000 F 94% 0% 2% 1% 3% 0% F 0.087 F 55000 F 5500	Fact ALT	To- From:		I-464]										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 109000 F 94% 0% 1% 1% 3% 0% F NA 118000 F		City of Norfolk (Maint: 64)	0.16	51000	F	94%	0%	2%	1%	3%	0%	F	0.087	F		55000	F
SR 337 Main Street SR 300 N	204 (400)	,			F							F					F
City of Norfolk (Maint: 64) 0.25 58000 F 94% 0% 2% 1% 3% 0% F 0.093 F 58000 F 58000 F 264 460 337 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 116000 F 94% 0% 1% 1% 3% 0% F NA 120000 F 264		та:					٦	.,,	.,,	0,0	0,0	•					
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 116000 F 94% 0% 1% 1% 3% 0% F NA 120000 F East	East ALT	From:															
City of Norfolk (Maint: 64) 0.91 58000 N 94% 0% 2% 1% 3% 0% N 0.093 N 58000 N 109000 N N N N N N N N N	264 (460) (337)	·			F							-	0.093	F			-
City of Norfolk (Maint: 64) 0.91 58000 N 94% 0% 2% 1% 3% 0% N 0.093 N 58000 N 0.91		Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	116000	F	94%	0%	1%	1%	3%	0%	F	NA			120000	F
City of Norfolk (Maint: 64) 0.91 58000 N 94% 0% 2% 1% 3% 0% N 0.093 N 58000 N 94% 0% 1% 1% 3% 0% N N NA 109000 N 94% 0% 1% 1% 3% 0% N NA 109000 N 109000 N N 94% 0% 1% 1% 3% 0% N NA 109000 N N N NA 109000 N N N N NA 109000 N N N N NA 109000 N N N N NA 109000 N N N N NA 109000 N N N N N NA 109000 N N N N NA 109000 N N N N N N N N N N NA 109000 N N N N N N N N N N N N N N N N N	East	To- From:	I	ALT US 460)		}—										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 105000 N 94% 0% 1% 1% 3% 0% N NA 109000 N East		City of Norfolk (Maint: 64)	0.91	58000	N	94%	0%	2%	1%	3%	0%	N	0.093	N		58000	N
City of Norfolk (Maint: 64) 0.81 60000 F 94% 0% 2% 1% 3% 0% F 0.094 F 65000 F 6500	204)	,												•			
City of Norfolk (Maint: 64) 0.81 60000 F 94% 0% 2% 1% 3% 0% F 0.094 F 65000 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 117000 F 94% 0% 1% 1% 3% 0% F NA 127000 F SR 405 Ballentine Blvd City of Norfolk (Maint: 64) 3.39 63000 F 94% 0% 2% 1% 3% 0% F 0.092 F 68000 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 122000 F 94% 0% 1% 1% 3% 0% F NA 133000 F ST NA 133000 F ST NA 13000		To.				0170	7	170	170	070	070	.,				100000	.,
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 117000 F SR 405 Ballentine Blvd SR 405 Ballentine Blvd	East	From:															
City of Norfolk (Maint: 64) 3.39 6300 F 94%	264)	City of Norfolk (Maint: 64)	0.81	60000	F	94%					0%	F	0.094	F		65000	F
City of Norfolk (Maint: 64) 3.39 63000 F 94% 0% 2% 1% 3% 0% F 0.092 F 68000 F Ombined Traffic Estimates for 2 Parallel Roadways on this Route: 122000 F 94% 0% 1% 1% 3% 0% F NA 133000 F Ombined Traffic Estimates for 2 Parallel Roadways on this Route: 194000 F 94% 0% 2% 1% 3% 0% F 0.085 F 102000 F Ombined Traffic Estimates for 2 Parallel Roadways on this Route: 192000 F 94% 0% 1% 1% 3% 0% F NA 209000 F		Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	117000	F	94%	0%	1%	1%	3%	0%	F	NA			127000	F
City of Norfolk (Maint: 64) 3.39 63000 F 94% 0% 2% 1% 3% 0% F 0.092 F 68000 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 122000 F 94% 0% 1% 1% 3% 0% F NA 133000 F	East	To- From:	SR 40	5 Ballentine	Blvd]										
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 122000 F 94% 0% 1% 1% 3% 0% F NA 133000 F East City of Norfolk (Maint: 75) 0.74 94000 F 94% 0% 2% 1% 3% 0% F 0.085 F 102000 F		City of Norfolk (Maint: 64)	3 39	63000	F	94%	0%	2%	1%	3%	0%	F	0.092	F		68000	F
East City of Norfolk (Maint: 75) 0.74 94000 F 94% 0% 2% 1% 3% 0% F 0.085 F 102000 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 192000 F 94% 0% 1% 1% 3% 0% F NA 209000 F	204	, , ,			=							F		•			F
City of Norfolk (Maint: 75) 0.74 94000 F 94% 0% 2% 1% 3% 0% F 0.085 F 102000 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 192000 F 94% 0% 1% 1% 3% 0% F NA 209000 F		T.F	on this reduc.		•	J-170	٦	1 /0	170	070	0 / 0	•	14/1			100000	•
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 192000 F 94% 0% 1% 1% 3% 0% F NA 209000 F	East	From:															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 192000 F 94% 0% 1% 1% 3% 0% F NA 209000 F	264)	, , ,			F	94%	0%	2%	1%	3%	0%	F	0.085	F		102000	F
To: WCL Virginia Beach		Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	192000	F	94%	0%	1%	1%	3%	0%	F	NA			209000	F
- · · · · · · · · · · · · · · · · · · ·		To:	WCI	L Virginia B	each												

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

		Fillially al						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q١
East	From:		ECL Norfoll	k]										
264)	City of Virginia Beach (Maint: 75) 1.40	94000	F	94%	0%	2%	1%	3%	0%	F	0.085	F		102000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	192000	F	94%	0%	1%	1%	3%	0%	F	NA			209000	1
iaet	To- From:	SR 1	90 Witchduc	ck Rd]										
264)	City of Virginia Beach (Maint: 75) 1.28	98000	F	94%	0%	2%	1%	3%	0%	F	0.085	F		106000	
.04)	Combined Traffic Estimates for 2 Parallel Roadways	•		F	94%	0%	1%	1%	3%	0%	F	NA			212000	
	To.		Independen	ce Blvd		1										
ast	From:L		•	F	94%	- 0%	20/	10/	20/	00/	_	0.086	F		83000	
64)	City of Virginia Beach (Maint: 75 Combined Traffic Estimates for 2 Parallel Roadways	,	77000	F		0% 0%	2%	1%	3% 3%	0%	F		F			
	Combined Traffic Estimates for 2 Parallel Roadways				94%	U% ¬	1%	1%	3%	0%	Г	NA			170000	
ast	To: From:	F	Rosemont Ro	d												
64)	City of Virginia Beach (Maint: 75	,	62000	F	94%	0%	2%	1%	3%	0%	F	0.080	F		67000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	130000	F	94%	0%	1%	1%	3%	0%	F	NA			141000	
ast		Ly	nnhaven Pk	wy		}										
64)	City of Virginia Beach (Maint: 75) 1.17	55000	F	94%	0%	2%	1%	3%	0%	F	0.085	F		59000	
	Combined Traffic Estimates for 2 Parallel Roadways		103000	F	94%	0%	1%	1%	3%	0%	F	NA			111000	
	Ta	US 58 1	Virginia Bea	ch Blvd		7										
ast 64)	City of Virginia Beach (Maint: 75		33000	F	94%	- 0%	2%	1%	3%	0%	_	0.082	F		36000	
64)	Combined Traffic Estimates for 2 Parallel Roadways			F	94%	0%	1%	1%	3%	0%	' -	NA	'		79000	
	Table Traine Estimates for 21 arailer Noadways				34 70	7	1 /0	1 70	370	0 70	'	INA			7 3000	
ast	From:		rst Colonial													
64)	City of Virginia Beach (Maint: 75		31000	F	94%	0%	2%	1%	3%	0%	F	0.087	F		33000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	60000	F	94%	0%	1%	1%	3%	0%	F	NA			66000	
ast	To: From:		Birdneck Ro	i		}—										
264)	City of Virginia Beach (Maint: 75	0.64	15000	F	94%	0%	2%	1%	3%	0%	F	0.082	F		16000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	25000	F	94%	0%	1%	1%	3%	0%	F	NA			27000	
	To:		Parks Ave													
est	From:		I-64; I-664]										
64)	City of Chesapeake (Maint: 64)	1.17	25000	F	94%	0%	1%	1%	3%	0%	F	0.117	F		27000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	94%	0%	1%	1%	3%	0%	F	NA			53000	
est	To- From:	We	CL Portsmo	uth		_										
64)	City of Portsmouth (Maint: 64)	0.61	25000	F	94%	0%	1%	1%	3%	0%	F	0.117	F		27000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	94%	0%	1%	1%	3%	0%	F	NA			53000	
a a t	To- From:	Gr	eenwood Dr	rive]—										
(est 64)	City of Portsmouth (Maint: 64)	1.34	24000	F	94%	0%	1%	1%	3%	0%	F	0.119	F		26000	
.04)	Combined Traffic Estimates for 2 Parallel Roadways			F	94%	0%	1%	1%	3%	0%	F	NA	•		51000	
	To:		239 Victory	-	J-170	٦ ٪	170	1 /0	070	0 /0	•	14/1			01000	

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

		Primary an	ia iritorote	10100	1100			т	ماء			IZ.		D:-		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. QW
NA	From	CD 4	20 17 / 1	DI 1		1	ZAXIE	3+Axle	TTrail	21 raii		Factor		Factor		
West (264)	City of Portsmouth (Maint: 64)	0.75	239 Victory I 29000	A	94%	┛ 0%	1%	1%	3%	0%	С	0.126	Α		32000	Α
264	Combined Traffic Estimates for 2 Parallel Roadways			A	94%	0%	1%	1%	3%	0%	С	0.120 NA	^		65000	A
	Combined Traffic Estimates for 2 Parallel Roadways				94 70	U%	1 70	1 70	370	076	C	INA			03000	A
West ALT	From:	SR 337	7 Portsmout													
264)(460)	City of Portsmouth (Maint: 64)	0.84	30000	F	94%	0%	1%	1%	3%	0%	F	0.107	F		33000	F
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	61000	F	94%	0%	1%	1%	3%	0%	F	NA			66000	F
West ALT	To- From:	US 1	7 Frederick	Blvd		}										
264 460	City of Portsmouth (Maint: 64)	0.55	35000	F	94%	0%	1%	1%	3%	0%	F	0.105	F		38000	F
2047(400)	Combined Traffic Estimates for 2 Parallel Roadways			F	94%	0%	1%	1%	3%	0%	F	NA			81000	F
	To:		ep Creek Bl					.,,			-					
West ALT	From:										_		_			_
264 460	City of Portsmouth (Maint: 64)	1.17	32000	F	94%	0%	1%	1%	3%	0%	F	0.103	F		35000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	72000	F	94%	0%	1%	1%	3%	0%	F	NA			78000	F
West ALT	To: From:	SR 1	41 Effingha	m St		_										
264)(460)	City of Portsmouth (Maint: 64)	0.45	32000	G	94%	0%	1%	1%	3%	0%	F	NA			34000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	65000	G	94%	0%	1%	1%	3%	0%	F	NA			71000	G
	Too	v	VCL Norfoll	k		7										
West ALT	City of Norfolk (Maint: 64)	0.56	32000	G	94%	- 0%	1%	1%	3%	0%	_	NA			34000	G
264 460	,			G		0%		1%	3%	0%	Г					
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route.		G	94%	U%	1%	170	3%	0%	Г	NA			71000	G
Vest ALT	To- From:		I-464													
264)(460)	City of Norfolk (Maint: 64)	0.78	58000	F	94%	0%	1%	1%	3%	0%	F	0.083	F		63000	F
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	109000	F	94%	0%	1%	1%	3%	0%	F	NA			118000	F
West	To: From	Ti	dewater Dri	ve		}—										
264)	City of Norfolk (Maint: 64)	0.84	47000	F	94%	0%	1%	1%	3%	0%	F	0.096	F		51000	F
204)	Combined Traffic Estimates for 2 Parallel Roadways			N	94%	0%	1%	1%	3%	0%	N	NA			109000	-
	та.	US 460, SR 168				٦	.,,	. , 0	0,0	0,0						• • •
West	From:	,														
264)	City of Norfolk (Maint: 64)	0.87	57000	F	94%	0%	1%	1%	3%	0%	F	0.086	F		62000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	117000	F	94%	0%	1%	1%	3%	0%	F	NA			127000	F
Vest	To- From:	SR 40	5 Ballentine	Blvd		}—										
264)	City of Norfolk (Maint: 64)	3.09	60000	F	94%	0%	1%	1%	3%	0%	F	0.084	F		65000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	122000	F	94%	0%	1%	1%	3%	0%	F	NA			133000	F
	To:		I-64			1										
West	City of Nicotally (Nicotally 75)	0.20			040/	-1	40/	40/	20/	00/	_	0.004	г		100000	_
264	City of Norfolk (Maint: 75) Combined Traffic Estimates for 2 Parallel Roadways	0.30	98000	F	94%	0%	1%	1%	3%	0%	F	0.091	F		106000	-
	Complined Trattic Estimates for 2 Parallel Roadwave	on this Route.	197000	F	94%	0%	1%	1%	3%	0%	-	NA			209000	F

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

		FIIIIal y al						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Vest	From:	1	ECL Norfoll	ζ.												
264)	City of Virginia Beach (Maint: 75	5) 1.63	98000	F	94%	0%	1%	1%	3%	0%	F	0.091	F		106000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	192000	F	94%	0%	1%	1%	3%	0%	F	NA			209000	ı
1	To- Fram:	SR 1	90 Witchdu	k Rd		 										
Vest 264)	City of Virginia Beach (Maint: 75	5) 1.21	98000	F	94%	0%	1%	1%	3%	0%	F	0.085	F		106000	
204)	Combined Traffic Estimates for 2 Parallel Roadways	•		F	94%	0%	1%	1%	3%	0%	F	NA	•		212000	
	Tal				0470	7	170	170	070	070	•	147 (212000	
<u>'est</u>	From:		Independen													
64)	City of Virginia Beach (Maint: 75	•	80000	F	94%	0%	1%	1%	3%	0%	F	0.082	F		87000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	157000	F	94%	0%	1%	1%	3%	0%	F	NA			170000	
est	To- From:	I	Rosemont R	d												
64)	City of Virginia Beach (Maint: 75	5) 1.59	68000	F	94%	0%	1%	1%	3%	0%	F	0.074	F		74000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	130000	F	94%	0%	1%	1%	3%	0%	F	NA			141000	
	To	Lv	nnhaven Pk	wv		1										
est 64)	City of Virginia Beach (Maint: 75		48000	F	94%	0%	1%	1%	3%	0%	E	0.074	F		52000	
04)	Combined Traffic Estimates for 2 Parallel Roadways	•		F	94%	0%	1%	1%	3%	0%		NA	'		111000	
	Combined Trainic Estimates for 2 Faraller Roadways				94 /0	7	1 /0	1 /0	3/0	0 /6	'	INA			111000	
est	From.		Virginia Bea													
64)	City of Virginia Beach (Maint: 75	5) 1.19	40000	F	94%	0%	1%	1%	3%	0%	F	0.074	F		43000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	73000	F	94%	0%	1%	1%	3%	0%	F	NA			79000	
est	To- From:	Fir	rst Colonial	Rd]										
64)	City of Virginia Beach (Maint: 75	5) 1.52	30000	F	94%	0%	1%	1%	3%	0%	F	0.074	F		32000	
9	Combined Traffic Estimates for 2 Parallel Roadways		60000	F	94%	0%	1%	1%	3%	0%	F	NA			66000	
	To		Birdneck Ro	1		1										
est	City of Vincinia Decela (Mainte 77				94%	- 1 0%	40/	40/	20/	00/	_	0.084	F		11000	
64	City of Virginia Beach (Maint: 75	•	10000	F F		0%	1%	1%	3% 3%	0%	F		Г			
	Combined Traffic Estimates for 2 Parallel Roadways	3 on this Route:	25000 Parks Ave	<u> </u>	94%	1 1	1%	1%	3%	0%	г	NA			27000	
not .	From:		US 15			i i										=
ast 67) Dulles Greenway	L Town of Leesburg (Maint: 53)	0.69	15000	N	98%	- 0%	1%	0%	0%	0%	N	0.180	Ν		17000	
01) =	Combined Traffic Estimates for 2 Parallel Roadways			N	98%	0%	1%	0%	1%	0%	N	0.107	N	0.818	34000	
	To.		CL Leesbur			···	.,.	- , .								
ast C	From:				0001		401	061	001	001	_	0.400	_		4=005	
Dulles Greenway	Loudoun County	4.79	15000	G	98%	0%	1%	0%	0%	0%	F	0.180	F		17000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	31000	G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.818	34000	
ast	To- From:	53-659	Belmont Ri	dge Rd		}										_
67 Dulles Greenway	Loudoun County	7.05	15000	N	98%	0%	1%	0%	0%	0%	Ν	NA			17000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	31000	N	98%	0%	1%	0%	1%	0%	Ν	NA			34000	
	To:	S	R 28 Sully F	ld.		1										

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

		riiiiai y ai						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
East	From:	SI	R 28 Sully F	Rd		1	27 040	0 17 040	TTTGII	211011		1 dotoi		1 40101		
267 Dulles Toll Rd	Loudoun County (Maint: 29)	1.23	41000	G	94%	0%	2%	1%	2%	0%	С	0.121	F		48000	G
201)	Combined Traffic Estimates for 2 Parallel Roadways		74000	G	94%	0%	2%	1%	2%	0%	С	NA			89000	G
	To:		fax County		0.70	7	_,,	.,,	_,,	0,0	Ū				00000	
ast	From:	Loud	oun County	Line												
₂₆₇)Dulles Toll Rd	Fairfax County	0.94	41000	G	94%	0%	2%	1%	2%	0%	С	0.121	F		48000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	74000	G	94%	0%	2%	1%	2%	0%	С	NA			89000	C
	To- From:	29-65	7 Centrevil	le Rd		1—										
<u>ast</u> 267 Dulles Toll Rd	Fairfax County	1.36	48000	F	98%	0%	1%	0%	0%	0%	F	0.117	F		58000	F
267 Builes Toil Nu	Combined Traffic Estimates for 2 Parallel Roadways			F	98%	0%	1%	0%	1%	0%	E	NA	'		108000	•
	Combined Trainic Estimates for 2 Faraller Roadways				90 /0	7 0 70	1 /0	0 /6	1 /0	0 /6	'	INA			100000	'
ast	To- From:	W	/CL Herndo	on												
267) Dulles Toll Rd	Town of Herndon (Maint: 29)	0.37	48000	N	98%	0%	1%	0%	0%	0%	Ν	0.117	Ν		58000	1
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	90000	N	98%	0%	1%	0%	1%	0%	Ν	NA			108000	١
	To-	F	CL Herndo	ın		7										
ast Dallas Tall Dal	From: L				000/	- 00/	40/	00/	00/	00/		0.447			F0000	
Dulles Toll Rd	Fairfax County	0.97	48000	N	98%	0%	1%	0%	0%	0%	N	0.117	N		58000	1
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	90000	N	98%	0%	1%	0%	1%	0%	N	NA			108000	1
ast	To- From:	29-6	02 Reston P	Pkwy]—										_
067 Dulles Toll Rd	Fairfax County	2.92	57000	G	98%	0%	1%	0%	0%	0%	F	0.107	F		68000	(
.01) =	Combined Traffic Estimates for 2 Parallel Roadways		114000	G	98%	0%	1%	0%	1%	0%	F	NA	-		136000	
	та.Г					٦,,,	. , ,	0,0	.,,	0,0	•					
ast	From:	29-07	4 Hunter M	III Ka		_										
267) Dulles Toll Rd	Fairfax County	3.41	62000	Α	98%	0%	1%	0%	0%	0%	С	0.134	Α		75000	P
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	126000	Α	98%	0%	1%	0%	1%	0%	С	0.114	Α	0.584	151000	A
	To- From-	SR ′	7 Leesburg	Pike		1										
East 267 Dulles Toll Rd	Fairfax County	0.63	59000	F	98%	0%	1%	0%	0%	0%	_	0.114	F		70000	F
Dulles Toll Rd				F	98%	0%			0% 1%		F		F			-
	Combined Traffic Estimates for 2 Parallel Roadways				98%	U%	1%	0%	1%	0%	г	NA			139000	r
ast	To- From:	29-684	Internationa	al Drive		_										
267) Dulles Toll Rd	Fairfax County	1.60	60000	G	98%	0%	1%	0%	0%	0%	F	0.085	F		71000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	129000	G	98%	0%	1%	0%	1%	0%	F	NA			154000	(
	To		Capital Be	ltxvox		1										
ast	From		•					·				·				
267) Dulles Toll Rd	Fairfax County	0.26	33000	G	98%	0%	1%	0%	0%	0%	F	0.087	F		39000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	64000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.552	77000	(
•	To Erom.	SR 12.	3 Chain Brid	dge Rd]——										
East Dear Dulles Toll Rd	Fairfax County	2.46	30000	G	98%	1%	1%	0%	0%	0%	С	0.083	F		36000	C
	Failiax County	2.40	30000	J	30 70	1 70	1 70	U 70	U 70	U 70	C	0.003	1		30000	Ċ
Dulles Toll Rd	Combined Traffic Estimates for 2 Parallel Roadways	an Alain David	60000	G	98%	1%	1%	0%	0%	0%	С	0.076	F	0.607	71000	G

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

		Primary ar	iu iiileisi	ale No	1105			т	-1-			17		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
West	Town of Local way (Maint 50)	0.70	US 15		070/		40/	00/	40/	00/	_	0.477	_		47000	_
267 Dulles Greenway	Town of Leesburg (Maint: 53)	0.70	16000	G	97%	0%	1%	0%	1%	0%	F	0.177	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	31000	N	98%	0%	1%	0%	1%	0%	Ν	0.107	F	0.818	34000	N
West	To: From:	S	CL Leesbu	rg]										
(267) Dulles Greenway	Loudoun County	4.87	16000	G	97%	0%	1%	0%	1%	0%	F	0.177	F		17000	G
,	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	31000	G	98%	0%	1%	0%	1%	0%	F	NA			34000	G
	To		Belmont R	idaa Dd												
West	From:															
(267) Dulles Greenway	Loudoun County	7.00	16000	N	97%	0%	1%	0%	1%	0%	N	0.177	N		17000	N
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	31000	N	98%	0%	1%	0%	1%	0%	Ν	NA			34000	Ν
\\/ t	To- From	Sl	R 28 Sully I	Rd		}—										
West (267) Dulles Toll Rd	Loudoun County (Maint: 29)	1.24	34000	F	94%	0%	1%	1%	3%	0%	С	0.131	F		40000	F
267 Dulles Toll Ttu	Combined Traffic Estimates for 2 Parallel Roadways			G	94%	0%	2%	1%	2%	0%	С	NA	•		89000	G
	To:		fax County		94 70	7	270	1 70	270	076	C	IVA			09000	G
West	From:		oun County													
267 Dulles Toll Rd	Fairfax County	1.29	34000	F	94%	0%	1%	1%	3%	0%	С	0.131	F		40000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	74000	G	94%	0%	2%	1%	2%	0%	С	NA			89000	G
	To:	29-65	7 Centrevil	lle Rd		—										
West	From: L				0=0/		407	00/	407	201	_		_			_
267 Dulles Toll Rd	Fairfax County	1.44	42000	F	97%	0%	1%	0%	1%	0%	F _	0.116	F		50000	F _
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	90000	F	98%	0%	1%	0%	1%	0%	F	NA			108000	F
West	To- From:	V	CL Herndo	on		}										
267 Dulles Toll Rd	Town of Herndon (Maint: 29)	0.37	42000	N	97%	0%	1%	0%	1%	0%	Ν	0.116	N		50000	Ν
201) =	Combined Traffic Estimates for 2 Parallel Roadways			N	98%	0%	1%	0%	1%	0%	N	NA			108000	N
	To-					7	. , 0	0,0	.,,	0,0	• •					•
West	From		CL Herndo	DΠ												
(₂₆₇)Dulles Toll Rd	Fairfax County	0.92	42000	N	97%	0%	1%	0%	1%	0%	Ν	0.116	Ν		50000	Ν
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	90000	N	98%	0%	1%	0%	1%	0%	Ν	NA			108000	Ν
NA/ 1	To- From:	29-6	02 Reston I	Pkwy		1										
West 267 Dulles Toll Rd	Fairfax County	2.87	56000	F	97%	0%	1%	0%	1%	0%	F	0.103	F		68000	F
267 Dulles Toll Rd	,			G	98%	0%	1%	0%	1%	0%	r F	0.103 NA	'		136000	G
	Combined Traffic Estimates for 2 Parallel Roadways				90%	U%	1 70	0%	170	070	Г	IVA			130000	G
West	To: From:	29-67	4 Hunter M	ill Rd												
267 Dulles Toll Rd	Fairfax County	3.47	63000	Α	97%	0%	1%	0%	1%	0%	С	0.125	Α		76000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	126000	Α	98%	0%	1%	0%	1%	0%	С	NA			151000	Α
	To		7 Leesburg	Pike		1										
West	From: L				0701	-	401	061	467	001	_	0.405	_		00000	_
267 Dulles Toll Rd	Fairfax County	1.11	57000	F	97%	0%	1%	0%	1%	0%	F	0.102	F		69000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	98%	0%	1%	0%	1%	0%	F	NA			139000	F
	To:	29-684	Internation	al Drive		1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 IIIIai y ai	14 111101010	210 1 100				Tru	ck			K		Dir		
Route	Jurisdiction	Length			4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West 267 Dulles Toll Rd	Fairfax County Combined Traffic Estimates for 2 Parallel Roadway	0.81	69000 129000	F G	97% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.087 NA	F		83000 154000	F G
West 267 Dulles Toll Rd	Fairfax County Combined Traffic Estimates for 2 Parallel Roadway	0.56 s on this Route:		G G	97% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.111 NA	F		38000 77000	G G
West 267 Dulles Toll Rd	Fairfax County Combined Traffic Estimates for 2 Parallel Roadway	2.40	30000 60000 I-66	G G	98% 98%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	C C	0.103 NA	F		35000 71000	G G
269 42	Alleghany County	0.18	Begin SR 42 1200 03-632	G	94%] 1%	2%	3%	0%	0%	С	0.094	F	0.509	1200	G
269	Alleghany County	6.62 I-	580 64 & US 6	G	94%	1%	2%	3%	0%	0%	F	0.099	F	0.545	590	G
270	Town of Saint Paul (Maint: 97)	0.26	US 58 Bus 5100 SR 63	F	99%	0%]	1%	0%	0%	0%	С	0.083	F	0.532	5200	F
Pouncey Tract Rd	Henrico County	2.51	0 Broad Stre 14000	G	95%	0%	3%	1%	0%	0%	С	0.095	F	0.535	15000	G
Pouncey Tract Rd	Henrico County To:	1.19	Nuckols Rd 5300 land County	G	96%	0%	1%	2%	1%	0%	F	0.103	F	0.628	5600	G
Pouncey Tract Rd	From: Goochland County To:	0.53	5700 ver County	F	96%] 0%]	1%	2%	1%	0%	С	0.098	F	0.625	5800	F
Pouncey Tract Rd	From: Hanover County To:	3.11	land County 2300 ockville Rd	G	96%	0%]	1%	2%	1%	0%	F	0.106	F	0.633	2300	G
272	City of Suffolk (Maint: 61)	1.24	SR 189 1500 US 58	G	90%	1%	2%	0%	6%	0%	С	0.104	F	0.726	1500	G
273	New Kent County	5.33	SR 30 3800 SR 33	G	98%	0%	1%	0%	0%	0%	С	0.121	F	0.784	3800	G
274	Grayson County	7.36	US 58 790 SR 94	G	96%	1%	2%	0%	0%	0%	С	0.126	F	0.887	810	G
275	City of Staunton (Maint: 07)	2.07 07-61	US 250 9000 3 Spring Hi	G	92%	0%	2%	4%	2%	0%	С	0.098	F	0.684	9600	G

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
275) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	07-613 Spr 1.74 11 0	ing Hill Rd 000 G	92%	0%	2%	4%	2%	0%	С	0.099	F	0.697	12000	G
275) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)		nmerce Rd	92%	0%	2%	4%	2%	0%	F	0.092	F	0.579	14000	G
275) Woodrow Wilson Pkwy	Augusta County		taunton G	92%	0%	2%	4%	2%	0%	F	0.092	N	0.579	14000	G
275) Woodrow Wilson Pkwy	Augusta County		00 G	95%	0%	3%	1%	1%	0%	С	0.101	F	0.532	4900	G
276	From: Augusta County	SR 256 Wey	vers Cave Rd	96%		1%	1%	2%	0%	С	0.089	F	0.5	4200	F
276	To: From:	Rockingham Augusta C	County Line ounty Line									•			
(276)	Rockingham County	82-	00 F	95%	1%]	1%	1%	2%	0%	С	0.099	F 	0.527	3400	F
(276)	Rockingham County	82-	00 F 659 00 F	96%	1%] 1%	1% 	1%	1% 1%	0%	C 	0.097	F 	0.531	4100 6100	F
276	Rockingham County	US	33 ohens City	90%	1%	170	170	170	U%		0.095		0.523	6100	
Fairfax St	Town of Stephens City (Maint: 34)	0.15 15 0	000 G Shens City	95%	0%	1%	1%	2%	0%	F	0.083	F	0.576	15000	G
Fairfax Pike	Frederick County		000 N	95%		1%	1%	2%	0%	N	0.083	N	0.576	15000	N
277 Fairfax Pike	Frederick County		00 G	93%	0%	1%	1%	5%	0%	С	0.079	F	0.655	9200	G
277 Fairfax Pike	Frederick County	2.59 72 Clarke Co	00 G ounty Line	93%	0%	1%	1%	5%	0%	F	0.085	F	0.696	7300	G
277	Frederick County	0.14 80	County Line 00 G 522	93%] 0% 	2%	2%	3%	0%	С	0.09	F	0.666	8200	G
278 King Street North	City of Hampton		000 G	98%	1%	1%	0%	0%	0%	F	NA			26000	G
278 King St	City of Hampton		000 G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.604	22000	G
278 King St	City of Hampton	0.69 10 0	gton Rd 000 G Force Base	98%	 1%]	1%	0%	0%	0%	С	0.093	F	0.672	11000	G
279) Great Neck Rd	City of Virginia Beach	US 58 Va 2.35 37 0	Beach Blvd 000 F onial Rd	99%	0%	1%	0%	0%	0%	F	0.083	F	0.513	41000	F

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7/15/2004

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and Ir	ilerstate Ro	utes							.,				
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
	From				1	2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
(279) Great Neck Rd	City of Virginia Beach		olonial Rd	99%	┛ 0%	1%	0%	0%	0%	С	0.082	F	0.525	44000	F
279) Creat Neck Nu	only of Virginia Beach			3370	7	170	0 70	070	0 70	O	0.002	'	0.020	44000	'
279 Great Neck Rd	City of Virginia Beach		naven Dr	99%	0%	1%	0%	0%	0%	F	0.085	F	0.51	38000	F
279 Great Neck Nu	City of Vilginia Beach			9970	7	1 /0	0 /0	070	0 70	'	0.005	'	0.51	30000	'
279 N Great Neck Rd	City of Virginia Beach		Ceeling Rd	99%	0%	1%	0%	0%	0%	F	0.086	F	0.511	30000	F
279 IN Great Neck No	To:		Shore Dr	33 /0	7	1 /0	0 /0	070	0 70	'	0.000	'	0.511	30000	'
	From:		US 23		ì										
283	City of Norton (Maint: 97)		000 F	99%	0%	0%	0%	1%	0%	С	0.078	F	0.567	16000	F
283)	To:		58; US 23		1										
	From:	07-608	3; 07-935												
285	Augusta County	1.85 15	000 G	95%	1%	3%	1%	1%	0%	С	0.087	F	0.575	15000	G
	To:	US 250	0; 07-805												
	From:		S SR 7												
287 Berlin Turnpike	Town of Purcellville (Maint: 53)	0.55 48	800 N	91%	2%	5%	0%	2%	0%	Ν	0.101	Ν	0.671	4800	Ν
<u> </u>	To- From:	NCL Pı	urcellville		}—										
287 Berlin Turnpike	Loudoun County	3.21 48	800 G	91%	2%	5%	0%	2%	0%	С	0.101	F	0.671	4800	G
	To- From:	SR 9 Charle	es Town Pike		}										
287 Berlin Turnpike	Loudoun County	2.37 6 9	900 G	91%	1%	5%	1%	2%	0%	F	0.087	F	0.751	6900	G
	To- From:	53-693 Morrisonvill	le Rd; Ash Geo		}										
287 Berlin Turnpike	Loudoun County	3.37 5 6	600 G	91%	1%	5%	1%	2%	0%	С	0.080	F	0.644	5600	G
	To- From:	SCL Lo	ovettsville		1—										
287 Berlin Turnpike	Town of Lovettsville (Maint: 53)	1.42 5 6	600 N	91%	1%	5%	1%	2%	0%	Ν	0.080	Ν	0.644	5600	Ν
	To	NCL Lo	ovettsville		1										
287 Berlin Turnpike	Loudoun County		200 G	91%	1%	5%	1%	2%	0%	F	0.097	F	0.563	4200	G
	Ta·	Maryland	l State Line												
	From:	Į.	-95												
(288)	Chesterfield County	1.11 28	000 F	95%	0%	1%	1%	3%	0%	F	0.111	F		32000	F
	To- From:		JS 1		}—										
288	Chesterfield County	1.53 33	000 F	95%	0%	1%	1%	3%	0%	F	0.104	F	0.68	37000	F
	To- From:	SR	145]										
288	Chesterfield County	3.88 33	000 F	95%	0%	1%	1%	3%	0%	F	0.099	F	0.628	37000	F
	To- From:	SI	R 10		1—										
288	Chesterfield County	2.95 38	000 A	95%	0%	1%	1%	3%	0%	С	0.117	Α	0.631	42000	Α
$\overline{}$	To	20-604 Co	ourthouse Rd]										
288	Chesterfield County	4.09 31	000 F	95%	0%	1%	1%	3%	0%	F	0.108	F	0.736	35000	F
$\overline{}$	Toc	US	360		 										
(288)	Chesterfield County		000 F	95%	0%	1%	1%	3%	0%	F	0.099	F	0.591	33000	F
	To	SR 7	6, Gap												

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

					_			Tru	ıck		_	K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	West C	reek Parkw	ay, gap]										
288)	Goochland County	3.47	4700	F	95%	0%	1%	3%	1%	0%	С	0.138	F	0.911	4700	F
	To- From	US	S 250 Broad	St]										
288	Goochland County	0.85	3700	М	95%	0%	1%	3%	1%	0%	M	NA			4000	M
	Tes		I-64													
	Tours of Doutes (Mainty 92)	0.15	ECL Daytor 7700	r F	97%	10/	1%	0%	1%	0%	F	0.114	F	0.550	7900	F
290	Town of Dayton (Maint: 82)	0.15		Г	97%	1%	170	0%	170	0%	Г	0.114	Г	0.558	7900	Г
	Town of Dayton (Maint: 82)	0.06	SR 42	F	97%	1%	1%	0%	10/	0%	F	0.002	F	0.527	2600	F
290	Town of Dayton (Maint. 62)		2600		97%	170	170	0%	1%	0%	Г	0.083	Г	0.527	2000	Г
Bus	To- From:		S SR 42 Bus	S												
(290) (42) Main St	Town of Dayton (Maint: 82)	0.07	3600	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.544	3700	F
$\stackrel{\smile}{=}$	To- From:	N	SR 42 BU]										
290	Town of Dayton (Maint: 82)	0.33	2000	F	97%	1%	1%	0%	1%	0%	С	0.088	F	0.564	2100	F
	Te:		NCL Daytor													
	From:		85-703; I-81		740/		20/	40/	400/	40/	N.	0.000	N.I	0.505	40000	N.
292	Shenandoah County	0.16	11000	N	74%	2%	3%	1%	18%	1%	N	0.066	N	0.535	12000	N
	Tours of Mt. Lockson (Maint Of)		CL Mt Jacks 11000	son G	740/		3%	1%	400/	1%	С	0.066	F	0.505	40000	_
292	Town of Mt. Jackson (Maint: 85)	0.23	US 11	G	74%	2% 1	3%	170	18%	170	C	0.000	Г	0.535	12000	G
	From:	N	Memorial D	ır		1										
293) West Main St	City of Danville	0.54	6300	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.568	6900	F
293)	To		Bishop Rd													
293 West Main St	City of Danville	0.49	6600	F	99%	- 0%	1%	0%	0%	0%	F	0.089	F	0.55	7200	F
200	To		Park Ave			1										
293) West Main St	City of Danville	0.96	8900	F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.527	9700	F
200	To	1	Randolph St	t												
(293) West Main St	City of Danville	0.37	10000	F	99%	0%	1%	0%	0%	0%	F	0.084	F	0.506	11000	F
	To:	(Central Blvo	4		1										
293 West Main St	City of Danville	0.16	9900	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.559	11000	F
2007	To	S	outh Main S	St												
293 Main St	City of Danville	0.04	11000	F	99%	0%	1%	0%	0%	0%	С	0.091	F	0.507	12000	F
2007	To		Iolbrook Av	/e												
293 Main St	City of Danville	0.27	9200	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.546	10000	F
	To		efferson Av			1										
293 Main St	City of Danville	0.28	7700	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.52	8400	F
	To		Ridge St			1										
293 Main St	City of Danville	0.32	4700	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.678	5200	F
233)	Combined Traffic Estimates for 2 Parallel Roadways on			F	98%	0%	1%	0%	0%	0%	F	NA	-	2.3.0	8200	F
	To-	and Modic.	Bridge St	•	0070	٦	. 70	J /0	3 / 0	J /0	•	. 47 1			0200	•

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

		Durisdiction Length AADT QA 4Tire Bus Caxle 3+Axle 1Trail 2Trail 2Trail QC Factor F														
Route	Jurisdiction	Length		QA	4Tire	Bus					QC		QK		AAWDT	QW
293 Main St Bridge	From: City of Danville	0.22		F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.639	8500	F
293)(360) North Main St	To From City of Danville				98%]	2%	0%	0%	0%	F	0.09	F	0.568	6100	F
	ToFrom.		Worsham St	•	0070	<u> </u>			070		•	0.00		0.000	0100	
North Main St	City of Danville	0.33	13000	F	98%	0%	2%	0%	0%	0%	F	0.085	F	0.570	14000	F
North Main St	City of Danville	0.81	chmond Blv 12000	rd F	98%	0%	2%	0%	0%	0%	F	0.091	F	0.535	13000	F
293) North Main St	To- From: City of Danville	0.98	Third Ave 15000	G	98%	0%	2%	0%	0%	0%	С	NA			16000	G
	To. From		nklin Tumpi		200/											
North Main St	City of Danville	0.91 Pir	6100 ney Forest R	F	98%	0%]	2%	0%	0%	0%	F	0.088	F	0.539	6700	F
	From:		3; N. Ridge													
Patton St	City of Danville Combined Traffic Estimates for 2 Parallel Roadways	0.37 s on this Route:	2700 7500	F F	97% 98%	0% 0%	2% 1%	0% 0%	0% 0%	0% 0%	C F	0.119 NA	F		3000 8200	F
	10: From:		SR 293 I-64			1										
ast 95	Henrico County Combined Traffic Estimates for 2 Parallel Roadways	1.35	21000	G G	92% 93%	1% 1%	2% 1%	1% 1%	4% 4%	0% 0%	F F	0.105 0.111	F F	0.504	23000 43000	9
	Combined Traine Estimates for 21 arane readways	East I-295 is				170	170	170	770	070	•	0.111		0.504	40000	J
Fast	To: From:]	Nuckols Rd			}										
East 295	Henrico County	2.43	24000	G	92%	1%	2%	1%	4%	0%	F	0.124	F		27000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: East I-295 is		G South	93% h I-295	1%	1%	1%	4%	0%	F	0.11	F	0.6	50000	G
ast	To. From		US 33			}—										
East (295)	Henrico County	3.42	25000	Α	92%	1%	2%	1%	4%	0%	С	0.147	Α		28000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: East I-295 is		A South	93% h I-295	1%	1%	1%	4%	0%	С	0.132	Α	0.55	55000	Α
	To: Econ		Voodman Ro													
295)	Henrico County	1.34	27000	G	92%	- 1%	2%	1%	4%	0%	F	0.113	F		30000	G
33)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: East I-295 is		G South	93%	1%	1%	1%	4%	0%	F	0.104	F	0.522	61000	G
Cont	To. From	US 1; I-9:	5 Collector I	Rd Begi	n	}—										
≣ast 295	Henrico County	1.88	16000	G	92%	1%	2%	1%	4%	0%	F	0.129	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: East I-295 is		G South	93% h I-295	1%	1%	1%	4%	0%	F	0.109	F	0.647	33000	G
	Ta-		95 Collector													

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

							Tru	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:				200/	10/	40/	40/	00/	00/	_	0.400	_		54000	
•										-		•	0.045		G
Combined Traffic Estimates for 2 Parallel Roadway					1%	2%	1%	9%	0%	F	0.094	F	0.615	94000	G
To:				1-295	7										
From:					1										
Hanover County	0.75	53000	G	89%	1%	1%	1%	8%	0%	F	0.106	F		51000	G
Combined Traffic Estimates for 2 Parallel Roadway			G s South	89% <i>I-2</i> 95	1%	2%	1%	9%	0%	F	0.094	F	0.615	94000	G
To.	Ţ	JS 301, SR	2												
Hanover County	2.73	49000	G	89%	1%	1%	1%	8%	0%	F	0.109	F		48000	G
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	89000	G	89%	1%	1%	1%	9%	0%	F	0.093	F	0.615	87000	G
,			s South												
To:		42-627			1										
Honover County	1.62	47000	Λ.	900/	10/	10/	10/	00/	00/	C	0.110	۸		46000	Α
,										-			0.566		A
Combined Hamic Estimates for 2 Parallel Roadway					170	270	1 70	970	U 70	C	0.100	A	0.500	91000	A
To: From:		US 360]										
Hanover County	2.60	37000	G	89%	1%	1%	1%	8%	0%	F	0.096	F		36000	G
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	75000	G	88%	1%	2%	1%	9%	0%	F	0.089	F	0.525	73000	G
	East I-295 is	signed as	s South	I-295											
To:		42-615			1										
Hanayar County	2.52	27000	G	900/	10/	10/	10/	00/	00/	_	0.004	_		26000	G
•												г			G
Combined Trainic Estimates for 2 Faraller Roadway					170	270	1 70	970	076	Г	INA			70000	G
To:				7 200	1										
From:	Hano	ver County	Line												
Henrico County	0.75	37000	G	89%	1%	1%	1%	8%	0%	F	0.084	F		36000	G
Combined Traffic Estimates for 2 Parallel Roadway			G	85%	1%	1%	1%	13%	0%	F	NA			52000	G
	East I-295 is	signed as	s South	I-295											
To: From:		SR 156]—										
Henrico County	1.34	33000	G	89%	1%	1%	1%	8%	0%	F	0.077	F		32000	G
,					.,.					F		F	0 541		G
Someting Trains Estimates for 21 drains Readway					. 70	_/0	. 70	J /0	3 /0	•	0.070	•	0.041	55000	J
To					7										
	Hanover County Combined Traffic Estimates for 2 Parallel Roadway Hanover County Combined Traffic Estimates for 2 Parallel Roadway Hanover County Combined Traffic Estimates for 2 Parallel Roadway Table From: Hanover County Combined Traffic Estimates for 2 Parallel Roadway Topic Prom: Hanover County Combined Traffic Estimates for 2 Parallel Roadway Topic Prom: Henrico County Combined Traffic Estimates for 2 Parallel Roadway Topic Prom: Henrico County Combined Traffic Estimates for 2 Parallel Roadway Topic Prom: Henrico County Henrico County	Henrico County Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is Hanover County Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is Hanover County Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is Hanover County 1.63 Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is Hanover County Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is Hanover County Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is Hanover County Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is Henrico County Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is Henrico County 1.34 Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is Henrico County 1.34 Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is Henrico County 1.34 Combined Traffic Estimates for 2 Parallel Roadways on this Route: East I-295 is	Combined Traffic Estimates for 2 Parallel Roadways on this Route: Sast I-295 is signed at Incompleted Traffic Estimates for 2 Parallel Roadways on this Route: Prome	Henrico County Combined Traffic Estimates for 2 Parallel Roadways on this Route: 97000 G East I-295 is signed as South	Henrico County	No. 1-95 Collector Rd End 196	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 97000	Section Length AADT QA 4Tire Bus 2Axle 3Axle	Length ADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Seast 1-295 is signed as South 1-295 Sale Sal	Length AADT QA 4Tire Bus 2Axide 3+Axide 1Trail 2Trail Combined Traffic Estimates for 2 Parallel Roadways on this Route: 97000 G 89% 1% 1% 1% 8% 0% F S S S S S S S S S	Substitution Length AADT QA 4 Tire Bus QA 4 Tire Canabined Traffic Estimates for 2 Parallel Roadways on this Route: 97000 QA 89% Time Da 4 Tire Second Combined Length AADT Call AATT Call Add			

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East 295	From:		60 Collector			10/	00/	00/	000/	00/	_	0.077	F		40000	_
295)	Henrico County	2.49	13000	G	75%	1%	2%	0%	22%	0%	F	0.077	•	0.500	12000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: East I-295 is		G	75%	1%	1%	0%	22%	0%	F	0.077	F	0.508	23000	G
	_					_										
East	To:	I-64; US	60 Collecto	or Rd End	i	J										
295)	Henrico County	2.23	19000	N	75%	1%	2%	0%	22%	0%	Ν	0.078	Ν		17000	Ν
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	38000	N	75%	1%	1%	0%	22%	0%	Ν	0.074	Ν	0.523	34000	Ν
		East I-295 is	signed a	s Soutl	ı I-295											
	To:		SR 895			—										
East 295)	From:			_	750/	40/	00/	00/	000/	00/	_	0.070	_		47000	_
295)	Henrico County	2.91	19000	G	75%	1%	2%	0%	22%	0%	F _	0.078	-		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G • Carret	75%	1%	1%	0%	22%	0%	F	0.074	F	0.523	34000	G
	_	East I-295 is		s Souti	11-295	_										
ast	To: From:		SR 5			<u> </u>										
East 295)	Henrico County	4.45	19000	G	75%	1%	2%	0%	22%	0%	F	0.089	F		17000	G
.55)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	39000	G	75%	1%	1%	0%	22%	0%	F	0.089	F		36000	G
	,	East I-295 is		s South	ı I-295											
	To:	Cheste	erfield Coun	ty Line												
East 295	From:		rico County													
295)	Chesterfield County (Maint: 43)	2.64	19000	G	75%	1%	2%	0%	22%	0%	F	0.089	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	1%	0%	22%	0%	F	0.089	F		36000	G
		East I-295 is	signed a	s Soutl	ı I-295											
East	To: From:		SR 10			}										
295)	Chesterfield County	2.11	17000	F	75%	1%	2%	0%	22%	0%	F	0.082	F		15000	F
293)	Combined Traffic Estimates for 2 Parallel Roadways			F	75%	1%	1%	0%	22%	0%	F	NA	-		31000	F
		East I-295 is				.,,	.,,	0,0	,,	0,0	-				0.000	•
	To:		ICL Hopewo			1										
East 295)	From:															
295)	City of Hopewell (Maint: 74)	3.30	17000	F	75%	1%	2%	0%	22%	0%	F	0.082	F		15000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	75%	1%	1%	0%	22%	0%	F	NA			31000	F
		East I-295 is	signed a	s Soutl	ı I-295											
East	To: From:	S	CL Hopewe	ell		}—										
East 295	Prince George County	0.15	17000	F	75%	1%	2%	0%	22%	0%	F	0.082	F		15000	F
293)	Combined Traffic Estimates for 2 Parallel Roadways			F	75%	1%	1%	0%	22%	0%	F	NA	•		31000	F
	Combined Traine Estimates for 21 draine Moduways	East I-295 is		-		1 /0	1 /0	U /0	<i></i> /0	J /0	1	14/7			0.000	'
	To:		SR 36	o oouli	11-230	1										
			511 50													

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East 295)	From:	0.00	SR 36		750/	10/	00/	00/	000/	00/	_	0.004	F		0000	
295)	Prince George County	6.39	11000	G	75%	1%	2%	0%	22%	0%	-	0.084	•	0.550	9800	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: East I-295 is		G South	75%	1%	1%	0%	22%	0%	F	0.076	F	0.550	18000	G
		East 1-295 is		s Souli	11-295	-										
East	10: From:		US 460													
East 295)	Prince George County	3.03	8700	Α	75%	1%	2%	0%	22%	0%	С	0.138	Α		7600	Α
	Combined Traffic Estimates for 2 Parallel Roadway			Α	75%	1%	1%	0%	22%	0%	С	0.119	Α	0.642	16000	Α
		East I-295 is		s Soutl	ı I-295	7										
	10.		I-95													
est	From:	0.00	I-64		000/]	40/	00/	40/	00/	_	0.445	_		00000	_
95	Henrico County	2.03	19000	G	93%	0%	1%	2%	4%	0%	F	0.115	F		20000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: West I-295 is		G North	93%	1%	1%	1%	4%	0%	F	NA			43000	G
					11-295	7										
est	Io; From:		Nuckols Rd													
95)	Henrico County	2.31	22000	G	93%	0%	1%	2%	4%	0%	F	0.132	F		23000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	46000	G	93%	1%	1%	1%	4%	0%	F	NA			50000	G
		West I-295 is	signed a	s Norti	ı I-295											
/est	To: From:		US 33			}										
95)	Henrico County	3.22	25000	Α	93%	0%	1%	2%	4%	0%	С	0.151	Α		27000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadway		50000	Α	93%	1%	1%	1%	4%	0%	C	NA			55000	Α
		West I-295 is					.,,		.,.		_					
	To:		Voodman R			1										
/est	From:			G	93%	0%	40/	20/	40/	00/	_	0.445	F		24000	_
295	Henrico County	0.91	29000	G	93% 93%	0% 1%	1% 1%	2% 1%	4% 4%	0% 0%	F	0.115 NA	r		31000 61000	G G
	Combined Traffic Estimates for 2 Parallel Roadway	West I-295 is				170	170	170	4%	0%	Г	INA			61000	G
	T					7										
/est	From:	US 1; I-	95 Collecto	r Rd End												
95)	Henrico County	1.83	15000	G	93%	0%	1%	2%	4%	0%	F	0.141	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadway			G	93%	1%	1%	1%	4%	0%	F	NA			33000	G
		West I-295 is	signed a	s Norti	ı I-295											
/est	To: From:	US 1; I-9	5 Collector	Rd Begi	1											
95)	Henrico County	0.29	44000	G	88%	1%	2%	1%	9%	0%	F	0.105	F		43000	G
-00)	Combined Traffic Estimates for 2 Parallel Roadway			G	89%	1%	2%	1%	9%	0%	F	0.094	F	0.615	94000	G
		West I-295 is		s Norti												
	To:		over County			1										

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

Deute	luvia di ati an	l amentle	AADT		4T:	Dura		Tru	ck		00	K	OK	Dir	AAWDT	- 014/
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
<u>Vest</u> 295)	Hanover County	Hen 1.55	rico County 44000	Line G	88%	」 1%	2%	1%	9%	0%	F	0.105	F		43000	G
295)	Combined Traffic Estimates for 2 Parallel Roadways or			G	89%	1%	2%	1%	9%	0%	, E	NA	'		94000	G
	•	Vest I-295 is				1 /0	2 /0	1 /0	370	0 70	'	INA			34000	J
	To:		JS 301, SR			7										
Vest	From:		-													
295)	Hanover County	2.46	40000	G	88%	1%	2%	1%	9%	0%	F	0.122	F		39000	G
	Combined Traffic Estimates for 2 Parallel Roadways or			G	89%	1%	1%	1%	9%	0%	F	NA			87000	G
	<u>\</u>	Vest I-295 is	signed a	as Norti	ı I-295	_										
Vest	To: From:		42-627]										
295)	Hanover County	1.72	46000	Α	88%	1%	2%	1%	9%	0%	С	0.111	Α		45000	Α
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	93000	Α	88%	1%	2%	1%	9%	0%	С	NA			91000	Α
		Vest I-295 is		as Nortl	ı I-295											
	To:		US 360			1										
Vest	From:	0.50		_	000/	1%	20/	40/	9%	00/	_	0.000	F		27000	_
295	Hanover County	2.52	38000	G	88%		2%	1%		0%	F	0.093	Г		37000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	i tnis Route: <i>Vest I-295 is</i>		G S North	88%	1%	2%	1%	9%	0%	F	NA			73000	G
	, -	VESI 1-290 IS		13 110111	11-295	-										
Vest	To:		42-615													
295)	Hanover County	1.99	35000	G	88%	1%	2%	1%	9%	0%	F	0.088	F		34000	G
	Combined Traffic Estimates for 2 Parallel Roadways or			G	89%	1%	2%	1%	9%	0%	F	NA			70000	G
	<u></u>	Vest I-295 is			ı I-295	7										
Vest	From:		rico County over County													
295)	Henrico County	1.30	35000	G	88%	」 1%	2%	1%	9%	0%	F	0.088	F		34000	G
200)	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	71000	G	89%	1%	2%	1%	9%	0%	F	NA			70000	G
	The state of the s	Vest I-295 is														
	To:		SR 156			1										
West	From:	4.40		_	000/	40/	00/	40/	00/	00/	_	0.070	_		00000	_
295	Henrico County	1.10	31000	G	88%	1%	2%	1%	9%	0%	F _	0.073	F		30000	G
	Combined Traffic Estimates for 2 Parallel Roadways or			G	89%	1%	2%	1%	9%	0%	F	NA			63000	G
	, , , , , , , , , , , , , , , , , , ,	West I-295 is				_										
West	To: From:	I-64; US	60 Collecto	or Rd Enc	l											
295)	Henrico County	2.18	13000	G	76%	1%	1%	0%	22%	0%	F	0.077	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	26000	G	75%	1%	1%	0%	22%	0%	F	NA			23000	G
	l	Vest I-295 is	signed a	as Nortl	ı I-295											
	To:	I-64; US	0 Collector	r Rd Begi	n											

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	1		445=		4.7.	_		Tru	ıck		- 00	K	014	Dir	AANAIDT	- 0147
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:		60 Collector			10/	40/	00/	000/	00/		0.075			47000	
295	Henrico County	2.21	18000	N	76%	1%	1%	0%	22%	0%	N	0.075	N	0.500	17000	N
	Combined Traffic Estimates for 2 Parallel Roadways			N N North	75%	1%	1%	0%	22%	0%	N	0.074	N	0.523	34000	N
	-	West I-295 is		is morti	11-295	7										
West	Io: From:		SR 895			_										
295)	Henrico County	3.49	18000	G	76%	1%	1%	0%	22%	0%	F	0.075	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	1%	0%	22%	0%	F	NA			34000	G
		West I-295 is	s signed a	s Norti	n I-295											
West	To: From:		SR 5]										
295)	Henrico County	3.89	20000	G	76%	1%	1%	0%	22%	0%	F	0.083	F		19000	G
200)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	39000	G	75%	1%	1%	0%	22%	0%	F	NA			36000	G
		West I-295 is														
	To:		rfield Coun	4												
West	From:		rico County		700/	10/	40/	00/	000/	00/	_	0.000	F		40000	_
295	Chesterfield County (Maint: 43)	2.95	20000	G	76%	1%	1%	0%	22%	0%	-	0.083	•		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: West I-295 is		G North	75%	1%	1%	0%	22%	0%	F	0.089	N		36000	G
	- -	VV631 1-230 13		13 110111	11-290	7										
West	From:		SR 10													
295)	Chesterfield County	1.80	18000	F	76%	1%	1%	0%	22%	0%	F	0.091	F		16000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	75%	1%	1%	0%	22%	0%	F	NA			31000	F
		West I-295 is	s signed a	s Norti	h I-295											
West	To: From:	N	CL Hopewo	ell]—										
295)	City of Hopewell (Maint: 74)	3.30	18000	F	76%	1%	1%	0%	22%	0%	F	0.091	F		16000	F
200	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	F	75%	1%	1%	0%	22%	0%	F	NA			31000	F
	•	West I-295 is		s Norti	h I-295											
	To:	S	CL Hopewe	ell		1										
West 295	Prince Coorge County	0.61	18000	F	76%	1%	1%	0%	22%	0%	_	0.091	F		16000	F
295)	Prince George County Combined Traffic Estimates for 2 Parallel Roadways			Г G	76% 85%	1%	1%	0% 1%	13%	0%	F	NA	Г		52000	г G
	Combined Trainic Estimates for 2 Parallel Roadways	West I-295 is				170	170	170	13%	0%	Г	INA			52000	G
	_{7.} [VVC3t 1-230 to		13 / 10/1/	11-230	7										
West	From:		SR 36													
295)	Prince George County	6.77	9000	G	76%	1%	1%	0%	22%	0%	F	0.073	F		8400	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	75%	1%	1%	0%	22%	0%	F	NA			18000	G
	_	West I-295 is		s Norti	h I-295	_										
	To:		US 460													

7/15/2004 395

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	Prince George County	2.32	US 460 8900	Α	76%] 1%	1%	0%	22%	0%	С	0.134	Α		8100	Α
295	Combined Traffic Estimates for 2 Parallel Roadway			A	75%	1%	1%	0%	22%	0%	С	0.134 NA	А		16000	A
	Combined Tranic Estimates for 2 Faranci Roadway	West I-295 is				1 /0	1 /0	0 /6	ZZ /0	0 /6	C	INA			10000	^
	To:	77 000 7 200 10	I-95]										
	From:		SR 33													
296	Town of West Point (Maint: 50	0.40	1100	G	97%	0%	1%	0%	1%	0%	С	0.087	F	0.535	1100	G
	Tn·		SR 298													
	From:		End Route													
298	Town of West Point (Maint: 50)	0.53	500	G	97%	0%	2%	0%	0%	0%	С	0.095	F	0.521	500	G
	To: From:		SR 296			}										
298	Town of West Point (Maint: 50	0.22	1900	G	97%	0%	2%	0%	0%	0%	F	0.096	F	0.647	1900	G
	To:		SR 33													
	From:		US 15													
299	Culpeper County	0.79	3800	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.612	3800	G
	107	US 29 Bus ;	*	IS 29 By	oass											
	From:	0.04	SR 13		000/		40/	00/	00/	00/	0	0.4	_	0.500	000	_
300)	Powhatan County	0.64	790 US 60	G	99%	0% T	1%	0%	0%	0%	С	0.1	F	0.563	800	G
A.L.	From:					1										
Wye 300	Powhatan County	0.04	72-1001 360	G	99%	」 1%	1%	0%	0%	0%	С	0.106	F	0.622	360	G
300)	To:	0.0 .	SR 300		0070	٦	. , ,	0,0	0,0	0,0		000	•	0.022		
	From:	North C	Carolina Sta	ate Line												
301	Greensville County	4.74	2300	G	87%	1%	4%	1%	7%	0%	F	0.091	F	0.502	2300	G
	To:	40-	-629 Skippe	ers		1										
301	Greensville County	3.97	3000	G	87%	1%	4%	1%	7%	0%	С	0.074	F	0.743	3000	G
	Tac	40-689	South of E	mnoria		1										
301	Greensville County	0.39	5900	G	87%	1%	4%	1%	7%	0%	F	0.079	F	0.55	5900	G
<u> </u>	Tool	S	CL Empori	ia		1										
301 South Main St	City of Emporia	0.45	6400	G	93%	1 %	3%	1%	3%	0%	С	0.080	F	0.555	7000	G
301)	72-	Lo	w Ground	Dd												
301 South Main St	From⋅ l City of Emporia	0.24	9700	G	93%	1 %	3%	1%	3%	0%	F	0.084	F	0.565	11000	G
301)	Tal								-,-							
301 South Main St	From: City of Emporia	0.36	Jefferson St 11000	G	93%	1%	3%	1%	3%	0%	F	0.078	F	0.605	12000	G
301) 300001 111011 31	orey or Emporia				3070	۰٬۰۰	0 / 0	170	070	0 /0	•	5.070	•	3.000	12000	J
301 South Main St	City of Emporia	0.49	unswick A 17000	ve G	96%	1%	1%	0%	1%	0%	С	0.082	F	0.505	19000	G
301 South Main St	City of Emporia	0.49			9U /0	1 /0	1 /0	U /0	1 /0	U /0	C	0.002	'	0.505	19000	G
Courth Main Ct	City of Francis	0.20	Valley St		069/	10/	10/	00/	10/	00/		0.002	_	0.514	16000	
301 South Main St	City of Emporia	0.20	15000	G	96%	1%	1%	0%	1%	0%	F	0.083	F	0.514	16000	G
-	10.	P	Atlantic Av	C		1										

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

								Trı	ıck			K	016	Dir		014:
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North Main St	City of Emporio	0.74	Atlantic Ave	G	96%	00/	2%	10/	2%	00/	0	0.000	F	0 522	0000	_
North Main St	City of Emporia	0.74		<u> </u>	90%	0% ¬	2 %	1%	2 %	0%	С	0.090	Г	0.533	9900	G
(301) North Main St	City of Emporia	0.34	US 58 8800	G	94%	0%	2%	0%	3%	0%	F	0.099	F	0.596	9500	G
<u> </u>	70. To		Halifax St			٦	-/-	• • • • • • • • • • • • • • • • • • • •	0,0	0,0	•	0.000		0.000		
(301) North Main St	City of Emporia	0.16	9800	G	94%	0%	2%	0%	3%	0%	F	0.093	F	0.612	11000	G
<u> </u>	To- From:	1	NCL Empori	ia]										
301	Greensville County	1.53	6300	G	94%	0%	2%	0%	3%	0%	С	0.094	F	0.591	6300	G
	To- From:		40-614			<u> </u>										
301	Greensville County	2.77	4500 sex County l	G	94%	0%	2%	0%	3%	0%	F	0.1	F	0.610	4500	G
	From:		sex County I													
301	Sussex County	3.69	3700	G	94%	0%	2%	0%	3%	0%	F	0.096	F	0.681	3800	G
	To: From:	Ş	SR 139 Jarrat	tt]										
301	Sussex County	4.00	1100	G	93%	3%	1%	1%	2%	0%	С	0.101	F	0.570	1100	G
	From:	0.00	91-645		050/]	40/	40/	00/	00/		0.404		0.707		
301	Sussex County	3.93	900	G	95%	1%	1%	1%	2%	0%	С	0.101	F	0.707	900	G
(301)	Sussex County	2.77	91-734 1000	G	93%	3%	1%	1%	2%	0%	F	0.095	F	0.64	1000	G
(301)	To To		SR 40		0070	7	170	170	2,0	070		0.000		0.01	1000	
Bus	From	0.00			000/		00/	00/	E 0/	00/	_	0.00	_	0.500	0000	0
(301) (40)	Sussex County	0.02	2600	G	89%	2%	2%	3%	5%	0%	С	0.08	F	0.590	2600	G
Bus	To- From:		CL Stony Cre	eek		_										
(301) (40)	Town of Stony Creek (Maint: 91)	0.22	2600	N	89%	2%	2%	3%	5%	0%	N	0.08	N	0.590	2600	N
~~~	Tro- From:		BUS SR 40		/	]										
301	Sussex County	3.52	1800 George Cour	G nty Lina	89%	0%	2%	4%	5%	0%	С	0.100	F	0.521	1800	G
	From:		sex County l													
(301) Crater Rd	Prince George County	2.69	930	G	85%	2%	1%	7%	5%	0%	С	0.098	F	0.659	930	G
	To- From:		74-623 Row	vanty Rd		}—										
301 Crater Rd	Prince George County	3.86	1400	G	85%	2%	1%	7%	5%	0%	F	0.088	F	0.640	1400	G
$\sim$	Ta- From:		35 Courtland		000/	10/	40/	40/	440/	00/		0.440		0.500	050	
(301) (35)	Prince George County	0.27	<b>950</b> I-95; SR 156	G	82%	1% <b></b>	1%	1%	14%	0%	F	0.116	F	0.533	950	G
	From		I-95; SR 35			1										
301 156	Prince George County	0.17	1900	G	90%	4%	1%	1%	5%	0%	F	0.088	F	0.649	1900	G
~~~~	To- From:		6 Prince Geo			]										
(301) Crater Rd	Prince George County	4.42	2200	G	96%	1%	1%	1%	1%	0%	С	0.107	F	0.708	2200	G
~	To:		I-95													

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

		Primary ar	iu iiileisia	ale Not	1165			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010			2Trail	QC		QK		AAWDT	QW
	From:		I-95				ZAXIE	3+Axle	TITall	ZTrall		Factor		Factor		
301 Crater Rd	Prince George County	2.07	6600	G	99%	J 0%	0%	0%	0%	0%	С	0.1	F	0.673	6600	G
301 Crater Nu	Time George County				9970	7	0 70	0 70	070	0 70	C	0.1	'	0.073	0000	U
~~~	From:		CL Petersbu	_	000/		40/	00/	00/	00/	_	0.000	_	0.050	2000	
301 Crater Rd	City of Petersburg	0.21	7600	F	98%	0%	1%	0%	0%	0%	С	0.092	F	0.653	8300	F
~~~	To- From:		Rives Rd			}										
(301) Crater Rd	City of Petersburg	0.90	9200	G	96%	1%	2%	0%	1%	0%	С	0.096	F	0.586	10000	G
	To: From:		Wagner Rd			}—										
301 Crater Rd	City of Petersburg	0.43	22000	G	96%	1%	2%	0%	1%	0%	F	0.091	F	0.510	24000	G
<u> </u>	To		Flank Rd			—										
(301) Crater Rd	City of Petersburg	0.87	22000	G	96%	1%	2%	0%	1%	0%	F	0.095	F	0.506	24000	G
	To	AITI	S 301 Sycar	more St												
301 Crater Rd	From: L City of Petersburg	0.26	16000	G	97%	1 %	2%	0%	0%	0%	С	0.088	F	0.504	18000	G
(301) 6.000 1.0	7T				0.70	٠,,,	_,,	0,0	0,0	0,0	Ū	0.000	•	0.00	.0000	•
(301) Crater Rd	City of Petersburg	0.73	South Blvd 22000	G	97%	1%	2%	0%	0%	0%	F	0.09	F	0.519	24000	G
301 Crater Nu	Oity of Fetersburg				31 /0	1 /0	2 /0	0 70	070	0 70	•	0.03	'	0.515	24000	O
Bus	To: From:	I-9	5, Bus US 4	160		<u> </u>										
301 460 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	2%	1%	1%	0%	Ν	0.088	Ν	0.552	12000	Ν
\hookrightarrow	To:	I-95; Bus U														
Bus Crotor Dd	City of Deteroburg	Maintenan 0.98	ce Jurisdicti		ge 96%] 1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	G
(301) (460) Crater Rd	City of Petersburg		11000	G	90%	170	270	170	170	0%	C		Г	0.552		G
	Combined Traffic Estimates for Parallel Roadways		NA			_						NA			NA	
Bus	To: From:	SR 36, B	us US 460	Wythe S	t	<u> </u>										
301 460 Crater Rd	City of Petersburg	0.10	8100	G	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8800	G
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	Ta:	SR 36 Par, Bus	US 460 Par	Washir	eton St	—										
(301) (36) Crater Rd	City of Petersburg	0.18	4600	G	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	5000	G
(301) (45)	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To:		301 Par, Bar	ale Ct												
301 36 Crater Rd	From:L_ City of Petersburg	0.14	3000	G	93%	0%	1%	4%	2%	0%	С	0.102	F		3200	G
(301) (36) Crater Rd	Combined Traffic Estimates for 2 Parallel Roadways		6700	G	93%	1%	2%	3%	2%	0%	F	NA	•		7200	G
	To:		ollingbrook		0070	7	_ /0	3 /0	_ /0	J /0	•	. 47 1			. 200	J
~~~	From:		Crater Rd													
(301) (36) Bollingbrook St	City of Petersburg	0.23	3300	G	95%	0%	2%	1%	1%	0%	С	0.093	F		3500	G
~ ·	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	6800	G	94%	1%	3%	1%	1%	0%	С	NA			7300	G
	To: From:		5th St			}										
301 36 Bollingbrook St	City of Petersburg	0.15	3600	G	95%	0%	1%	2%	2%	0%	С	0.090	F		3900	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	6600	G	94%	1%	2%	2%	2%	0%	F	NA			7200	G
	To:		3rd St													

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

5.4				4.77	_		Tru	ck			K	014	Dir	A A1A/DT	0)4/
Route	Jurisdiction	Length A		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
301 1 301 36 Bollingbrook St	City of Petersburg  Traffic Estimates for Parallel Roadways o	0.08	F US 301 3rd St 6700 G NA	95%	0%	2%	1%	1%	0%	F	0.103 NA	F		7300 NA	G
	To:	US 1	Par, 2nd St												
301 1 2nd Street	City of Petersburg	0.35 <b>1</b>	NRT 1 1000 G lonial Heights	98%	] _ 0% ]	1%	0%	0%	0%	F	NA			12000	G
	From:		Petersburg												
301 1 Boulevard	City of Colonial Heights		9800 F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.610	10000	F
301) (1) Boulevard	City of Colonial Heights		0000 F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.579	11000	F
~ <u> </u>	To- From:	Du	puy Ave		]										
301 1 Boulevard	City of Colonial Heights		3000 F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.504	24000	F
	From:		hburg Ave tover Ave												
301 1 Boulevard	City of Colonial Heights	0.33 <b>2</b>	23000 A	98%	0%	1%	0%	0%	0%	С	0.099	Α	0.526	25000	Α
301) (1) Boulevard	City of Colonial Heights		rs Bridge Rd 26000 F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.505	27000	F
301) (1) (144) Boulevard	City of Colonial Heights		mple Ave 24000 F	98%	] <del></del>	1%	0%	0%	0%	F	0.093	F	0.544	27000	F
	To-	Lake	eview Ave		<b>—</b>										
301 1 144 Boulevard	City of Colonial Heights		3000 F	95%	0%	1%	3%	1%	0%	С	0.088	F	0.502	25000	F
~~~	To- From:		erslie Ave		}					_					
301) (1) (144) Boulevard	City of Colonial Heights		28000 F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.505	30000	F
301) (1) (144) Boulevard	City of Colonial Heights		wood Ave 26000 F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.520	28000	F
301) 1 (144) Jefferson Davis Hwy	Chesterfield County		lonial Heights	98%] 	1%	0%	0%	0%	F	0.090	F	0.541	27000	F
301) (1) (14)	To		Harrowgate Rd												
301 1 Jefferson Davis Hwy	Chesterfield County		8000 F	98%	0%	1%	0%	0%	0%	С	0.093	F	0.554	20000	F
301) (1) Jefferson Davis Hwy	Chesterfield County	0.14 1	7000 F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.545	19000	F
	To: From:		Happy Hill Rd n Boundary												
301 1 Jefferson Davis Hwy	Chesterfield County		5000 F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.563	15000	F
301 7 Jefferson Davis Hwy	Chesterfield County		ermuda Hundred 1 20000 F	Rd 98%	0%	1%	0%	0%	0%	F	0.086	F	0.513	22000	F
	To-	SR 10 We	est Hundred Rd] —										
301 1 Jefferson Davis Hwy	Chesterfield County	3.91 2	22000 F 6 Chester Rd	96%	0%	1%	1%	2%	0%	F	0.091	F	0.645	24000	F

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and in					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		Chester Rd		]										
(301) (1) Jefferson Davis Hwy	Chesterfield County		000 F	96%	0%	1%	1%	2%	0%	С	0.094	F	0.547	22000	F
301 1 Jefferson Davis Hwy	Chesterfield County		ppenham Pkwy 000 F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.685	24000	F
301 1 Jefferson Davis Hwy	To-		ichmond	33 /0	۰ <i>/</i> ۰۰	170	1 70	270	0 70		0.001	'	0.000	24000	'
(301) (1) Jefferson Davis Hwy	City of Richmond		000 G	92%	0%	2%	1%	3%	0%	С	0.079	F	0.537	28000	G
~~~~	To: From:		eade Rd		]										
(301) (1) Jefferson Davis Hwy	City of Richmond		000 A	95%	1%	1%	1%	2%	0%	С	0.094	Α	0.587	17000	Α
301 1 Jefferson Davis Hwy	City of Richmond		000 G	91%	1%	3%	2%	3%	0%	С	0.075	F	0.584	27000	G
301 1 Jefferson Davis Hwy	Gity Of Peter Horid		O Hull St	3170	7	370	270	370	0 70	Ü	0.073	'	0.304	27000	0
(301) (1) Cowardin Ave	City of Richmond		000 G	94%	1%	2%	2%	1%	0%	С	0.082	F	0.624	28000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		nes Ave	/	] <del></del>							_			
(301) (1) Lee Bridge	City of Richmond		000 G	96%	1% _	2%	0%	1%	0%	С	0.091	F	0.617	45000	G
301 1 Belvidere St	City of Richmond		000 G	96%	1%	2%	0%	1%	0%	F	0.087	F	0.618	39000	G
(301) (1) Belvidere St	City of Nichmond			90 70	1 /0 <b>7</b>	2/0	0 /0	1 /0	0 /0	'	0.007	'	0.010	39000	G
(301) (1) Belvidere St	City of Richmond		000 G	96%	1%	2%	0%	1%	0%	F	0.080	F	0.575	52000	G
<del>~</del> <del>~</del> <del>~</del> <del>~</del>	To- From:		Broad St		]										
301 1 Belvidere St	City of Richmond		000 G	96%	1% 7	2%	0%	1%	0%	F	0.083	F	0.611	41000	G
	From:		dere St												
(301) (1) Chamberlayne Ave	City of Richmond	1.02 <b>23</b>	000 G	96%	1%	2%	0%	1%	0%	С	0.077	F	0.590	27000	G
<del></del>	Ta- From:		Hill Rd		]										
(301) (1) Chamberlayne Ave	City of Richmond	0.31 <b>24</b>	000 G	96%	1%	2%	0%	1%	0%	F	0.077	F	0.615	28000	G
~~~	To- From:		d Park Blvd		]							_			
(301) (1) Chamberlayne Ave	City of Richmond		000 G	95%	1% -	2%	0%	1%	0%	С	0.086	F	0.592	20000	G
301 () 1 Chamberlayne Ave	City of Richmond		num Ave	96%	1%	1%	0%	1%	0%	F	0.081	F	0.578	17000	G
(301) (1) Chamberlayne Ave	City of Nichmond			90 /0	1 /0 7	1 /0	0 /0	1 /0	0 /0	'	0.001	'	0.576	17000	G
(301) (1) Chamberlayne Ave	City of Richmond		ont Ave	96%	1%	1%	0%	1%	0%	С	0.088	F	0.577	19000	G
301)	То.		ea Ave		¬—					-		•	*****		
(301) 2 Chamberlayne Ave	City of Richmond		000 G	95%	1%	2%	0%	2%	0%	F	0.089	F	0.516	15000	G
~~~~	To- From:		ichmond		]										
(301) (2) Chamberlayne Ave	Henrico County		000 G	95%	1%	2%	0%	2%	0%	С	0.092	F	0.578	17000	G
Chamberlaying Ave	Henrico County		-95	96%	0%	20/	0%	1%	0%		0.110		0.762	17000	
(301) 2 Chamberlayne Ave	Henrico County		000 <b>G</b> am Rd	90%	υ% <b>7</b>	2%	U%	1%	υ%	С	0.119	F	0.763	17000	G
		1 (1111)	100												

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Chambarlauna Aug	From:	0.17	Parham Rd <b>29000</b>	G	96%	00/	20/	00/	10/	00/	F	0.105	F	0.706	21000	
2 Chamberlayne Ave	Henrico County		ver County		90%	0% 7	2%	0%	1%	0%	Г	0.105	Г	0.726	31000	G
	From:		ico County													
(301) 2 Chamberlayne Rd	Hanover County	0.40	31000	G	96%	0%	2%	0%	1%	0%	F	0.105	F	0.761	33000	G
<del></del>	To- From:		I-295			}—										
(301) (2) Chamberlayne Rd	Hanover County	1.87	21000	G	96%	1%	2%	1%	1%	0%	С	0.103	F	0.666	23000	G
<del>\$\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\tim</del>	Ta- From:	42-	640 Grove l	Rd		}										
301 2 Chamberlayne Rd	Hanover County	1.30	15000	G	96%	1%	2%	1%	1%	0%	F	0.100	F	0.653	16000	G
<u> </u>	To- From:	42-6	43 Ashcake	e Rd		]										
301 2 Chamberlayne Rd	Hanover County	1.27	10000	G	96%	1%	2%	1%	1%	0%	F	0.096	F	0.633	10000	G
<del>\$\frac{1}{2}</del>	To- From:	42-653	Whippoorv	will Rd		}—										
301)(2)	Hanover County	2.58	8100	G	94%	0%	2%	1%	2%	0%	F	0.088	F	0.621	8100	G
<del></del>	Ta- From:		42-651			]										
301 2	Hanover County	2.80	7300	G	94%	0%	2%	1%	2%	0%	С	0.089	F	0.531	7300	G
~ ~	To: From:		002 Hanover			}—										
(301)(2)	Hanover County	1.78	4800	G	94%	0%	2%	1%	2%	0%	F	0.094	F	0.679	4800	G
<del>*</del> *	To: From:		ine County ver County													
(301) (2)	Caroline County	3.16	4800	G	94%	1%	1%	1%	3%	0%	С	0.093	F	0.662	4800	G
	To:	9	R 30 Dawn	1		1										
(301) (2)	Caroline County	4.44	3700	G	86%	1%	3%	3%	7%	0%	F	0.085	F	0.560	3700	G
	To:		16-647			1										
301) (2)	Caroline County	7.50	3300	G	86%	1%	3%	3%	7%	0%	С	0.088	F	0.5	3300	G
	To	16-721	Near De Ja	amette		1										
301 2	Caroline County	2.46	5800	G	86%	1%	3%	3%	7%	0%	F	0.079	F	0.597	5800	G
	Tax	SCL	Bowling G	reen		<b>1</b>										
301 2	Town of Bowling Green (Maint: 16)	0.11	5800	N	86%	1%	3%	3%	7%	0%	Ν	0.079	Ν	0.597	5800	Ν
	Ta	I	Bus US 301			1										
301	Town of Bowling Green (Maint: 16)	0.23	5800	N	86%	1%	3%	3%	7%	0%	Ν	0.079	Ν	0.597	5800	Ν
	Ta-		SR 207			<b>1</b>										
301	Town of Bowling Green (Maint: 16)	1.27	7700	G	87%	1%	2%	1%	9%	0%	F	0.074	F	0.506	7300	G
	Ta-	US 301 Bu	s N of Bow	ling Gre	en	<b>1</b>										
301	Town of Bowling Green (Maint: 16)	0.74	9200	G	87%	1%	2%	1%	9%	0%	F	0.080	F	0.537	8700	G
	To-		16-608			T										
301	Caroline County	9.90	6500	G	78%	1%	3%	1%	16%	1%	С	0.08	F	0.545	6200	G
	To		US 17			<b>—</b>										
301	Caroline County	0.39	9800	G	87%	1%	2%	1%	9%	0%	F	0.081	F	0.504	9300	G
	То:	SC	L Port Roy	/al		1										

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		Pililary an	ia intorota					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		CL Port Roya			]										
(301)	Town of Port Royal (Maint: 16)	0.47	9800	N	87%	1%	2%	1%	9%	0%	Ν	0.081	Ν	0.504	9300	N
	To: From:		CL Port Roya			}—										
301	Caroline County	0.29	9800	N	87%	1% 7	2%	1%	9%	0%	N	0.081	Ν	0.504	9300	N
	From:		eorge Count ine County I			1										
301	King George County	3.05	11000	G	87%	1%	2%	1%	9%	0%	F	0.082	F	0.529	10000	G
	Tax From:		48-623			}—										
301	King George County	2.05	11000	G	87%	1%	2%	1%	9%	0%	F	0.081	F	0.532	10000	G
	To: From:		3 Office Ha		070/		00/	40/	00/	00/		0.000	_	0.504	11000	
301	King George County _™ .	1.91	12000 205 Edge Hi	G	87%	1% 7	2%	1%	9%	0%	F	0.082	F	0.564	11000	G
	From:		205 Edge HI 205 Edge H			1										
301	King George County	5.91	14000	Α	87%	1%	2%	1%	9%	0%	С	0.127	Α	0.734	14000	Α
	To: From:		SR 218			}—										
301	King George County	0.56	18000	G	87%	1%	2%	1%	9%	0%	F	0.09	F	0.669	17000	G
	To: From:		06 East of Ov			}							_			
301	King George County	3.58	16000 yland State L	G	87%	1% 7	2%	1%	9%	0%	F	0.085	F	0.527	15000	G
	From:		301 Crater													
(301) (36) Bank St	City of Petersburg	0.24	3500	G	93%	1 %	3%	2%	1%	0%	С	0.1	F		3800	G
(ak1) (ab)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6800	G	94%	1%	3%	1%	1%	0%	С	NA			7300	G
	To: From:		5th St			1										
(301) (36) Bank St	City of Petersburg	0.15	3000	G	93%	1%	3%	2%	1%	0%	F	0.099	F		3300	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6600	G	94%	1%	2%	2%	2%	0%	F	NA			7200	G
ALT	To: From:		3rd St			}—										
(301) (1) (301) (36) Bank St	City of Petersburg	0.09	4100	G	93%	1%	3%	2%	1%	0%	F	0.099	F		4500	G
	Combined Traffic Estimates for 2 Parallel Roadways		11000	G	94%	1%	3%	1%	1%	0%	F	NA			12000	G
	To: From:		IS 301 Par, 2 S 301 Par; B			<u> </u>										
(301) (36) 2nd Street	City of Petersburg	0.06	3700	G	93%	」 1%	3%	2%	1%	0%	F	0.103	F		4000	G
(1) (1)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6700	G	93%	1%	2%	3%	2%	0%	F	NA			7200	G
	To:	US 1, US	301 Bolling	brook S	t											
~~~	From:		301 I-95-NO	082A FI	RO											
301	Henrico County	0.90	NA	DIVE		7						NA			NA	
	10. E1		UPHAM D			1										
ALT (301) Sycamore St	City of Petersburg	0.30	301 Crater I 8500	Rd <b>G</b>	98%	J 0%	1%	0%	0%	0%	F	0.094	F	0.524	9200	G
301) 5,00111010 01	Tre-C				3070	7						3.001		3.02		
ALT	From		South Blvd		0001			251	05:	251	_		_		0000	_
301 Sycamore St	City of Petersburg	0.95	6400	G	98%	0% 7	1%	0%	0%	0%	С	0.089	F	0.615	6900	G
	10.		North Blvd			1										

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

Route Jurisdiction Length AADT QA 4Tire Bus	AAWDT	
ALT From: North Blvd		QW
ALT NOTHER DIVE		
) 301 (Sycamore St	11000	G
	11000	G
ALT Graham Rd		
(301) Sycamore St City of Petersburg 0.56 <b>12000 G</b> 98% 0% 1% 0% 0% 0% F 0.087 F 0.552	13000	G
US 1 Wythe St		
ALT Bus US 1		
301 $1$ $460$ $36$ Wythe St City of Petersburg 0.20 <b>14000 G</b> 95% 1% 2% 1% 1% 0% F 0.089 F	15000	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA	NA	
To: Bus US 460 Jefferson St		
ALT Bus US 460 Wythe St		
(301) 1 Jefferson St City of Petersburg 0.07 <b>3400 G</b> 95% 1% 2% 1% 1% 0% F 0.086 F 0.709	3700	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA	NA	
Functional Class Change		
ALT <u>Bus US 460 Par, Washington St</u>   301   1   Jefferson St   2% 1% 1% 0% F 0.108 F 0.813	060	G
100:1( )	960	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA	NA	
To:         Henry St           ALT         From:         Jefferson St		
(301) (1) Henry St City of Petersburg 0.05 <b>560 G</b> 95% 1% 2% 1% 1% 0% F 0.129 F	610	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA	NA	O
Te: 3rd St	INA	
ALT From: Henry St		
(301) (1) 3rd Street City of Petersburg 0.05 <b>1700 G</b> 95% 1% 2% 1% 1% 0% F 0.110 F	1800	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA	NA	
<u> </u>		
ALT US 301 Par, Bank St		
(301) 1 3rd Street City of Petersburg 0.05 <b>2800 G</b> 95% 1% 2% 1% 1% 0% F 0.109 F	3100	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA	NA	
To: US 301 Bollingbrook St		
ALT US 1, ALT US 301 3rd St		
(301)(301)(1)(36) Bollingbrook St City of Petersburg 0.08 <b>6700 G</b> 95% 0% 2% 1% 1% 0% F 0.103 F	7300	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA	NA	
To: US 301		
ALT US 1 Wythe St		
(3g1) Sycamore St City of Petersburg 0.09 <b>7600 G</b> 98% 0% 1% 1% 0% F 0.091 F 0.529	8200	G
To: Bus US 460 Washington St		
ALT Bus Bus Bus Bus US 460 Par		
(3g1)(4g0)(460)(36) Washington St City of Petersburg 0.09 <b>16000 G</b> 94% 1% 3% 2% 1% 0% F 0.085 F	17000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 30000 G 94% 1% 2% 1% 1% 0% F NA	32000	G
Bus US 460 Washington St		
ALT From L To the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	F000	0
(3p1) Adams St City of Petersburg 0.06 <b>5200 G</b> 98% 0% 1% 1% 0% F 0.092 F 0.715	5600	G
Tr: Franklin St		

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

							Tru	ck			K		Dir		
Jurisdiction			QA	4Tire	Bus	2Axle			2Trail	QC	Factor	QK	Factor	AAWDT	QW
City of Petersburg	0.16	4700	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.757	5000	G
To: From:		Henry St Adams St													
City of Petersburg	0.04	3200	G	98%	0%	1%	1%	1%	0%	F	0.085	F		3400	G
Combined Traffic Estimates for Parallel Roadways	on this Route:	NA Second St			1						NA			NA	
From:	0.05	Henry St		000/	00/	10/	10/	10/	00/	г	0.006	_		2100	G
City of Petersburg				9070	0%	170	170	170	0%	Г	0.000	Г.		3100	
From:															
Caroline County				94%	0%	2%	1%	3%	0%	F	0.094	F	0.519	5500	G
To: From:					J										
Town of Bowling Green (Maint: 16				94%	0% •	2%	1%	3%	0%	С	0.085	F	0.578	5900	G
Town of Pauling Croon (Maint: 16				040/	00/	20/	10/	20/	00/	г	0.002		0.552	2000	G
Town of Bowling Green (Maint. To	<u>′</u>			9470	U% 	270	170	370	0%	Г	0.063	Г.	0.555	3600	
Caroline County				94%	1%	2%	1%	1%	0%	С	0.076	F	0.563	2500	G
To:					1	270	170	170	070		0.070		0.000	2000	
From:		Main St													
Town of South Boston	0.08		G	98%	0%	1%	1%	1%	0%	F	0.097	F	0.611	3100	G
Town of South Boston	0.38		G	98%	0%	1%	1%	1%	0%	С	0.093	F	0.533	4000	G
To: From															
Town of South Boston	0.25	3400	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.56	3600	G
From:					<u> </u> 										
Town of New Market (Maint: 85)	1.79	250	G	98%	0%	1%	0%	0%	0%	С	0.142	F	0.556	250	G
To:															
				95%	1%	3%	1%	1%	0%	С	0 091	F	0 538	9800	G
To:					1		.,,	.,,				•	0.000		
From:	0.00	US 460		000/	40/	00/	40/	00/	40/	_	0.445	_	0.000	4700	
Prince Edward County  To:				88%	1%	2%	1%	8%	1%	 	0.115	A	0.622	4/00	Α
From:	Prince E	dward Coun	nty Line		10/	20/	10/	00/	10/		0.070		0.500	4000	
Nottoway County				00%	1%	∠% 	1%	0%	1 70		0.078		0.522	4900	G
Amelia County				88%	1%	2%	1%	8%	1%	F	0.074	F	0.520	4700	F
Affielia County	1.07	US 360		0070	1 70	∠70	1 70	070	1 70	r	0.074	ı	0.320	4700	'
	City of Petersburg  Combined Traffic Estimates for Parallel Roadways  City of Petersburg  City of Petersburg  Caroline County  Town of Bowling Green (Maint: 16  From:  Town of Bowling Green (Maint: 16  Town of South Boston  Town of New Market (Maint: 85)  Town of New Market (Maint: 85)  Town of Newport News	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10   10-10	Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second

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

-						_		Tru	ıck			K	- · · ·	Dir		
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	0.05	US 58		700/		4.40/	40/	440/	00/	_	0.000	_	0.044	<b>540</b>	_
308	Southampton County	3.65	<b>530</b> 87-612	F	76%	2% 7	11%	1%	11%	0%	С	0.092	F	0.611	540	F
	From	CD 122 F		Dl	1	1										
309 Old Dominion Drive	Fairfax County	2.81	Oolley Madi <b>14000</b>	Son Bive	97%	<b>」</b> 1%	1%	0%	1%	0%	F	0.091	F	0.513	16000	G
309) Old Borninion Brive	To:		gton County		31 /0	٦ ' '	170	0 70	1 /0	070	·	0.001	•	0.515	10000	O
	From:	,	fax County 1													
309)Old Dominion Drive	Arlington County	1.18	14000	G	97%	1%	1%	0%	1%	0%	F	0.115	F	0.666	15000	G
$\smile$	To:	SR	120 Glebe	Rd		1										
309) Old Dominion Drive	Arlington County	0.59	14000	G	97%	1%	1%	0%	1%	0%	С	0.119	F	0.719	15000	G
309)	To					7										
309) 29 Old Dominion Drive	Arlington County	0.05	34000 34000	G G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.679	38000	G
309) (29) Old Dominion Drive	Allington County					U /0	0 /6	0 76	0 /0	0 /6	'	0.105	'	0.079	30000	G
	To: From:	US 29 Old Do					40/	201	407	201	_		_	0 = 1 =		_
309 Lee Highway	Arlington County	0.70	6600	G	97%	1%	1%	0%	1%	0%	F	0.113	F	0.717	7000	G
	101	US 29 I	ee Hwy, Qu	uincy St												
	From:		College Ave													
311) Thompson Memorial Dr	City of Salem	0.17	7600	F	97%	0%	1%	1%	1%	0%	F	0.107	F	0.581	8300	F
<u> </u>	Ta- From:		Main St			1										
311) Thompson Memorial Dr	City of Salem	0.94	12000	F	97%	0%	1%	1%	1%	0%	С	0.171	F	0.598	13000	F
	To:	Н	lawthorne R	d		1										
311)Thompson Memorial Dr	City of Salem	0.55	12000	F	97%	0%	1%	1%	1%	0%	F	0.108	F	0.599	13000	F
311)	To:	,	NCI C-1			7										
311) Thompson Memorial Dr	From: Roanoke County	1.27	NCL Salem <b>5600</b>	F	97%	0%	1%	1%	1%	0%	F	0.108	F	0.659	6100	F
311) Mompson Wemona Di	rodifore county				37 70	7	1 /0	1 /0	1 /0	070	'	0.100	•	0.000	0100	
	To: From:		419 Electric		070/	40/	40/	40/	00/	00/	_	0.444	_	0.000	10000	
311 Catawba Valley Dr	Roanoke County	6.70	9200	F	97%	1%	1%	1%	0%	0%	С	0.111	F	0.822	10000	F
	To: From:		Catawba Cr													
311) Catawba Valley Dr	Roanoke County	0.52	5300	F	96%	0%	1%	1%	1%	0%	С	0.1	F	0.843	5500	F
	Ta: From:	80-78	85 Blacksbur	rg Rd		1										
311) Catawba Valley Dr	Roanoke County	2.54	5000	F	96%	0%	1%	1%	1%	0%	F	0.097	F	0.847	5100	F
	To:	Cra	ig County L	ine												
	From:		oke County			J					_					_
311)	Craig County	9.38	4400	G	96%	0%	1%	1%	1%	0%	F	0.095	F	0.691	4400	G
<u> </u>	To: From:	SC	L New Cas	tle		]										
311	Town of New Castle (Maint: 22)	0.18	4400	N	96%	0%	1%	1%	1%	0%	Ν	0.095	Ν	0.691	4400	Ν
	To:	SR	42 New Ca	stle		1										
311	Town of New Castle (Maint: 22)	0.18	2000	G	92%	1%	5%	1%	1%	0%	F	0.094	F	0.656	2000	G
	Too		Y Marri C													
24	Craig County	5.02	CL New Cas <b>2000</b>	N N	92%	1%	5%	1%	1%	0%	N	0.094	N	0.656	2000	N
311	To:		Near Craig		3∠70	1 70 <b>7</b>	570	1 70	1 70	U 70	IN	0.094	IN	0.000	2000	IN
		22-038	incai Ciaig	oprings		1										

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

-								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QV
	From:	22-658 î 7.40	Near Craig	Springs <b>G</b>	020/	10/	E0/	10/	10/	00/	F	0.402	F	0.520	420	0
311)	Craig County	7.40	420	G	92%	1% ¬	5%	1%	1%	0%	Г	0.103	Г	0.539	430	G
244	Craig County	3.66	22-602 <b>380</b>	G	92%	1%	5%	1%	1%	0%	С	0.093	F	0.605	390	G
311	Graig County		18 Paint Ba		0270		070	170	170	070		0.000		0.000	000	
311	From: Craig County	3.39	260	G	92%	1%	5%	1%	1%	0%	F	0.103	F	0.702	270	G
	Too	West V	irginia Sta	te Line		1										
311)	Alleghany County	6.62	920	G	91%	1%	1%	2%	5%	0%	С	0.096	F	0.636	930	G
	To- From:	SF	R 159 Crow	WS		1—										
311)	Alleghany County	5.87	650	G	94%	1%	1%	3%	1%	0%	С	0.107	F	0.629	660	G
	To-	West V	'irginia Sta	te Line												
L Obada Marria Phad	From:		) Warwick		070/	00/	40/	40/	40/	00/	_	0.000	_	0.544	44000	_
312 J Clyde Morris Blvd	City of Newport News	1.11	<b>42000</b> S 17; SR14	<b>G</b>	97%	0% 7	1%	1%	1%	0%	С	0.083	F	0.514	44000	G
	From:	01.	SR 126	7.5		<del>                                     </del>										
316	Accomack County	2.58	4000	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.554	4100	G
316)	To		764 Greenb			1										
316	Accomack County	3.16	4100	G	97%	0%	1%	0%	1%	0%	С	0.086	F	0.578	4100	G
	To-	SO	CL Parksle	ev		1										
316	Town of Parksley (Maint: 01)	0.07	4100	N	97%	0%	1%	0%	1%	0%	Ν	0.086	Ν	0.578	4100	N
	To-		SR 176			1—										
316	Town of Parksley (Maint: 01)	0.61	3400	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.603	3400	G
	To- From:	N	CL Parksle	ey		]—										
316	Accomack County	2.68	3400	N	97%	0%	1%	0%	1%	0%	Ν	0.089	Ν	0.603	3400	N
	To- Fram:	S	CL Bloxon	n		}—										
316	Town of Bloxom (Maint: 01)	0.39	3400	N	97%	0%	1%	0%	1%	0%	Ν	0.089	Ν	0.603	3400	N
	To:		SR 187			<u> </u>										
(320) Catawba Hospital Dr	Roanoke County	80-779 ( 1. <b>75</b>	Catawba Cı <b>290</b>	reek Rd	98%	] 0%	0%	1%	0%	0%	С	0.102	F	0.722	300	F
320) Catawba Hospital Di	To:		698 Keffer		90 /0	7	0 /0	1 /0	0 /0	0 70	C	0.102	'	0.722	300	'
	From:		onstance R			İ										
(337) Washington St	City of Suffolk	0.34	9800	G	96%	1%	2%	1%	0%	0%	F	0.094	F	0.573	11000	G
	To- From:		Broad St			Ъ—										
337) Washington St	City of Suffolk	0.49	10000	G	96%	1%	2%	1%	0%	0%	С	0.091	F	0.615	11000	G
	To:	<u> </u>	Saratoga St	t		1—										
337) Washington St	City of Suffolk	0.10	8600	G	96%	1%	2%	1%	0%	0%	F	0.088	F	0.518	9300	G
	To:		; SR 32 M													
(337) Washington St	City of Suffolk	0.20	; SR 32 M 11000	G ain St	96%	」 1%	2%	1%	0%	0%	С	0.082	F	0.56	12000	G
337) Washington St	To:		Pinner St		JU /0	7	∠ /0	1 /0	J /0	O /0	J	0.002	•	0.50	12000	3

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		Pinner St													
337) Washington St	City of Suffolk	0.49	14000	G	96%	1%	2%	1%	0%	0%	F	0.082	F	0.544	15000	G
	To- From:		d ECL Suffe			]										
337) Washington St	City of Suffolk (Maint: 61)	2.38	9400	G	96%	1%	2%	1%	0%	0%	F	0.077	F	0.571	10000	G
	To- From:		58 Portsmo			]										
337 Nansemond Parkway	City of Suffolk (Maint: 61)	3.03	4500	G	95%	2%	2%	1%	1%	0%	С	0.091	F	0.609	4800	G
	To- From:	61-	642 Wilroy	Rd		]										
337 Nansemond Parkway	City of Suffolk (Maint: 61)	1.40	9500	G	95%	2%	2%	1%	1%	0%	F	0.088	F	0.531	10000	G
<u></u>	To- From:	61-62	9 Sleepy Ho	ole Rd		}—										
337 Nansemond Parkway	City of Suffolk (Maint: 61)	2.01	6300	G	95%	2%	2%	1%	1%	0%	F	0.087	F	0.572	6800	G
	To- From:	SR	125 Kings I	Hwy		}—										
337 Nansemond Parkway	City of Suffolk (Maint: 61)	2.52	11000	G	86%	1%	4%	3%	5%	0%	С	0.088	F	0.575	12000	G
	To:		CL Chesape			ļ										
337) Portsmouth Blvd	City of Chesapeake	0.72	ECL Suffoll 12000	G	91%	 0%	2%	2%	5%	0%	С	0.087	F	0.54	13000	(
337 FORSTHOUGH BIVO	City of Chesapeake				9170	7	2 /0	2/0	3/0	0 /0	C	0.007	•	0.54	13000	•
337) Portsmouth Blvd	City of Chesapeake	0.68	191 Joliff I 17000	Rd <b>G</b>	91%	0%	2%	2%	5%	0%	F	0.108	F	0.598	18000	,
337 FORSTHOUGH BIVO	City of Chesapeake	0.00		<u> </u>	9170	0%	270	270	3%	0%	Г	0.106	г	0.596	10000	(
Double recountly Divid	Ta- From:	0.00	I-664		000/		20/	40/	40/	00/		0.000	_	0.545	22000	
9337 Portsmouth Blvd	City of Chesapeake	0.60	30000	G	96%	0%	2%	1%	1%	0%	F	0.089	F	0.545	32000	C
	To- From:		pri Circle W		222/	<u> </u>	201	10/	407	201						
9337 Portsmouth Blvd	City of Chesapeake	0.67	25000	G	96%	0%	2%	1%	1%	0%	С	0.088	F	0.509	27000	(
	To- From:		Taylor Rd			}										
Portsmouth Blvd	City of Chesapeake	0.24	30000	G	96%	0%	2%	1%	1%	0%	F	0.089	F	0.508	32000	(
	To- From:		ck Landing			}										
9337 Portsmouth Blvd	City of Chesapeake	0.49	31000	G	96%	0%	2%	1%	1%	0%	F	0.09	F	0.540	33000	C
<u> </u>	To: From:		CL Portsmo CL Chesapea													
337) Portsmouth Blvd	City of Portsmouth	0.34	29000	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.597	32000	F
331)	To:		odges Ferry	D.4												
(337) Portsmouth Blvd	City of Portsmouth	0.60	25000	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.577	27000	F
337) 1 31011130111 2110	Tree!				0070	¬	170	070	070	070	•	0.001	•	0.077	2,000	•
337)Portsmouth Blvd	City of Portsmouth	1.17	lmhurst Lar 27000	ne <b>F</b>	98%	1%	1%	0%	0%	0%	С	0.089	F	0.615	30000	
337) Totaliodal Biva	Oity of Fortamoun				3070	7	170	070	070	070	J	0.005	•	0.013	30000	
337 Portsmouth Blvd	City of Portsmouth	0.23	239 Victory 20000	Blvd <b>F</b>	98%	1%	1%	0%	0%	0%	F	0.091	F	0.638	22000	
Portsmouth Blvd	City of Portsmouth					1 /0	1 /0	0 /6	0 /0	0 /6	1	0.091	•	0.030	22000	'
ALT	To- From:	US 58, AL	T US 460 A	Airline B	lvd											
337)(460) Portsmouth Blvd	City of Portsmouth	0.10	17000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.589	18000	F
		ALT S	R 337 Turnı	pike Rd		1										
ALT 337 (A60) Portsmouth Blvd	City of Portsmouth	0.15	14000	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.66	15000	F
337 / 460 Portsmouth Blvd	City of Fortamodili	0.10	14000	Г	90 /o	1 /0	1 /0	U /0	U /0	U /0		0.090		0.00	15000	Г

7/15/2004

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

		Primary ar	ia interst		100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ALT	From:		I-264			]		0 / 5 10				. doto.				
337 A60 Portsmouth Blvd	City of Portsmouth	0.22	9600	F	96%	1%	1%	0%	1%	0%	F	0.087	F	0.575	10000	F
	To:		Main St													
	From:		ALT US 460		000/		40/	00/	40/	00/		0.00-		0.535	40000	
9337 Portsmouth Blvd	City of Portsmouth	0.12	9600	N	96%	1%	1%	0%	1%	0%	N	0.087	N	0.575	10000	١
	To: From:		Main St			}										
337 Portsmouth Blvd	City of Portsmouth	0.94	11000	F	96%	1%	1%	0%	1%	0%	F	0.092	F	0.584	12000	F
<u> </u>	Ta: From:	De	ep Creek B	lvd		]—										
937) Portsmouth Blvd	City of Portsmouth	0.17	7100	F	96%	1%	1%	0%	1%	0%	F	0.097	F	0.661	7800	F
	Ta	ALT US	S 17 Frederi	ick Blvd		1—										
337) Portsmouth Blvd	City of Portsmouth	0.79	7100	F	96%	1%	1%	0%	1%	0%	С	0.118	F	0.649	7700	F
30.7	To:	US	S 17 Elm A	ve		1										
	From:		Portsmout													
337 Elm Ave	City of Portsmouth	0.32	6100	F	96%	1%	1%	0%	1%	0%	F	0.103	F	0.564	6700	F
<u> </u>	Ta: From:	US 17 George	Washington	ı Hwy; S	SR 141	]										
337 Elm Ave	City of Portsmouth	0.72	8200	F	96%	1%	1%	0%	1%	0%	F	0.113	F	0.653	9000	F
	Ta	SR 2	39 Victory	Blvd		1										
337) Elm Ave	City of Portsmouth	0.23	8900	F	96%	1%	1%	0%	1%	0%	F	0.103	F	0.601	9700	F
	To	Du	rtons Point	Dd		<b></b>										
337) Elm Ave	City of Portsmouth	0.32	7100	F	96%	1%	1%	0%	1%	0%	F	0.117	F	0.679	7700	F
337/2740	To:		CL Chesape		0070	7	170	070	170	070	•	0.117	•	0.070	7700	•
	From		L Portsmo													
337) Poindexter Street	City of Chesapeake	0.50	7100	N	96%	1%	1%	0%	1%	0%	Ν	0.117	Ν	0.679	7700	1
	To:		I-464													
Daimhaidea Dhad	City of Changests	0.74	60; Poindex		000/	<b>_</b>	40/	00/	40/	00/	F	0.007	F	0.500	4000	,
337 Bainbridge Blvd	City of Chesapeake		1600 SCL Norfoll	G	96%	1% 7	1%	0%	1%	0%	г	0.087	г	0.503	1800	(
	From		L Chesape													
337) Bainbridge Blvd	City of Norfolk	0.28	1400	F	93%	1%	2%	1%	3%	0%	С	0.09	F	0.652	1600	F
30.7	To:		Main St													
	From		inbridge Bl													
337 Main St	City of Norfolk	0.21	1400	N	93%	1%	2%	1%	3%	0%	N	0.09	Ν	0.652	1600	1
	10: From:		Liberty St Main St			-										
Liberty St	City of Norfolk	0.12	3300	F	93%	<b>」</b> 1%	2%	1%	3%	0%	F	0.141	F	0.577	3600	ı
337) 2.100 (4) 31	To:	0.12	State St		0070	7	270	1,0	070	070	•	0.111	•	0.077	0000	
	From		Liberty St													
337) State Street	City of Norfolk	0.45	3300	N	93%	1%	2%	1%	3%	0%	Ν	0.141	Ν	0.577	3600	١
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	4300	N	92%	2%	2%	1%	3%	0%	Ν	NA			4700	١
	Ta		I-264			1—										
ALT	From:		- 20.			<b></b>	N4 6 - 11		t cc.		. 41					
337 264 460	City of Norfolk (Maint: 64)	0.25		_								es for this	segr	nent.	100000	
~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadway			F	94%	0%	1%	1%	3%	0%	F	NA			120000	F
	To	E	RT 460 AI	Т												

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ALT 337 (460)	City of Norfolk (Maint: 64)	0.22	I-264 <b>26000</b>	N	94%	4%	2%	0%	0%	0%	N	0.09	N	0.763	29000	N
Tidouatos Deixo	City of Norfall		3 460 St Pau		000/		40/	40/	20/	00/		0.077		0.524	20000	
Tidewater Drive	City of Norfolk	0.80	22000	F	96%	0% ¬	1%	1%	2%	0%	F	0.077	F	0.534	26000	F
Brambleton Ave	City of Norfolk	0.10	Brambleton 27000	F Avenue	94%	1%	1%	1%	3%	0%	С	0.083	F	0.584	30000	F
337)(460) Brambleton Ave	City of Norfolk	0.31	21000	F	94%	1%	1%	1%	3%	0%	F	0.087	F	0.625	23000	F
<del></del>	To: From:	US 46	S 460 St Pau O Saint Paul	s Blvd												
Brambleton Ave	City of Norfolk	0.20	<b>30000</b> Boush St	F	96%	0% 	1%	1%	2%	0%	F	0.085	F	0.688	35000	F
Brambleton Ave	City of Norfolk	0.07	37000	N	96%	0%	1%	1%	2%	0%	N	0.08	N		44000	٨
37 (58) Brambleton Ave	Ta- From: City of Norfolk	SR 3 0.83	37 Par Duk 37000	e St	96%	0%	1%	1%	2%	0%	F	0.08	F		44000	F
37) (58) Brambleton Ave	City of Norfolk	0.26	Colley Ave 26000	F	96%	0%	1%	1%	2%	0%	F	0.080	F	0.501	30000	F
37) Brambleton Ave	City of Norfolk	0.22	US 58 <b>26000</b>	N	96%	0%	1%	1%	2%	0%	N	0.080	N	0.501	30000	١
	Combined Traffic Estimates for 2 Parallel Roadways o		26000 ampton Blv	<b>N</b>		1						NA			NA	
37) Hampton Blvd	City of Norfolk		Brambleton 32000		96%	0%	1%	1%	2%	0%	F	0.097	F	0.578	37000	F
37) Hampton Blvd	City of Norfolk	0.22	21st Street <b>35000</b>	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.515	40000	F
37)	ть.		247; 26th				. , ,	.,,								
Hampton Blvd	City of Norfolk	0.71	35000	F	96%	0%	1%	1%	2%	0%	F	0.081	F	0.52	41000	F
37) Hampton Blvd	Ta- From:	49th St Old 2.07	36000	Universi	96%	0%	1%	1%	2%	0%	С	0.099	Α	0.530	42000	ļ
37) Hampton Blvd	City of Norfolk	SR 16	5 Little Cre	ek Rd	96%	] <del></del>	1%	1%	2%	0%	F	0.079	F	0.579	36000	F
	To	SR 406 Inte	rnational Te	rminal E		1										
37 Hampton Blvd	City of Norfolk	1.94	21000	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.516	25000	F
37) Admiral Taussig Blvd	City of Norfolk	0.91	128000	е <b>F</b>	96%	0%	1%	1%	2%	0%	F	0.075	F	0.741	33000	F
	From:		I-564 Liberty St			<u> </u>										
State St	City of Norfolk	0.36	950	F	88%	4%	3%	2%	3%	0%	F	0.108	F	0.764	1000	F
	Combined Traffic Estimates for 2 Parallel Roadways o		4300 ian River Ro	N	92%	2% 7	2%	1%	3%	0%	N	NA			4700	١

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 IIIIai y ai						Tri	ıck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
337) State St	City of Norfolk	0.18	ian River R 1000	oad <b>F</b>	88%	<b>4</b> %	3%	2%	3%	0%	С	0.117	F	0.746	1100	F
P	Combined Traffic Estimates for 2 Parallel Roadways o	on this Route:	<b>4300</b> I-264	N	92%	2% 7	2%	1%	3%	0%	N	NA			4800	N
ALT	From:	SR 333	7 Portsmou	th Rlvd		Ī										
337 Turnpike Rd	City of Portsmouth	1.05	6400	F	89%	1%	1%	2%	6%	0%	F	0.083	F	0.548	7000	F
ALT	To- From:	US 1	7 Frederick	Blvd		_										
337 Turnpike Rd	City of Portsmouth	0.30	13000	F	89%	1%	1%	2%	6%	0%	F	0.081	F	0.617	14000	F
ALT	To- From:		Howard St													
337 Turnpike Rd	City of Portsmouth	0.54	9600	F	89%	1%	1%	2%	6%	0%	С	0.081	F	0.608	10000	F
ALT	From:		Harbor Dr Cassell Ave													
337 Harbor Dr	City of Portsmouth	0.05	3900	F	89%	1%	1%	2%	6%	0%	F	0.091	F	0.526	4300	F
ALT	To- From:		County St			}										
Harbor Dr	City of Portsmouth	0.35	<b>3500</b> US 58	F	89%	1%	1%	2%	6%	0%	F	0.088	F	0.666	3900	F
ALT	From:	ALT US 460		Berklev B	Bridge											
(337) Waterside Dr/Boush St	City of Norfolk	1.09	31000	G	99%	1%	1%	0%	0%	0%	F	NA			33000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	99%	1%	1%	0%	0%	0%	F	NA			35000	G
	Ta·	N SR 33	37 Bramble	ton Ave												
ALT	From:		Boush St		2221		407	201	201	001			_			_
337 Duke St	City of Norfolk	0.35	2200	F	99%	1%	1%	0%	0%	0%	С	0.091	F	0.710	2400	F
	Combined Traffic Estimates for 2 Parallel Roadways o		33000 ambleton A	G	99%	1%	1%	0%	0%	0%	F	NA			35000	G
	From:					1										
(338) Hillwood Ave	City of Falls Church	0.10	9 Washingt 10000	G St	98%	0%	1%	0%	1%	0%	F	0.097	F	0.59	11000	G
(338)	To-					7	. , 0	0,0	.,,	0,0	•	0.00.	•	0.00		Ū
(338) Hillwood Ave	City of Falls Church	0.36	10000	G G	98%	0%	1%	0%	1%	0%	С	0.111	F	0.527	11000	G
<u> </u>	To- From:	110-	-6799 Cher	ry St		}										
338 Hillwood Ave	City of Falls Church	0.45	9000	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.531	9800	G
	To- From:		-6792 Sout			_										
338 Hillwood Ave	City of Falls Church	0.11	11000	G	98%	0% ¬	1%	0%	1%	0%	F	0.103	F	0.638	12000	G
(338) Hillwood Ave	Fairfax County	0.06	L Falls Chu 11000	rch <b>F</b>	98%	0%	1%	0%	1%	0%	F	0.108	F	0.654	12000	F
338/111110000 746	To:		7 Leesburg		JU /0	7	1 /0	0 /0	1 /0	U /0	'	0.100	•	0.004	12000	'
	From:	Sic	US 11			<del>'</del>										
340	Augusta County	5.84	6700	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.622	6700	G
~	Ta: From:		07-654			}—										
340	Augusta County	0.85	12000	G	96%	0%	2%	1%	1%	0%	F	0.081	F	0.599	13000	G
<u> </u>	To:		07-608													

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pililary a						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~	From:		07-608			]					_					_
[340]	Augusta County	3.47	15000	G	96%	0%	2%	1%	1%	0%	С	0.088	F		15000	G
(340)	Augusta County	1.64	07-632 <b>20000</b>	G	96%	0%	2%	1%	1%	0%	F	0.085	F	0.501	20000	G
(340)	Tagasta scarry		CL Waynest			7		170	. 70	070		0.000		0.001	20000	
Rosser Ave	City of Waynesboro	0.34	20000	G	95%	0%	1%	1%	2%	1%	С	0.085	F	0.506	20000	G
Rosser Ave	City of Waynesboro	0.56	I-64 <b>23000</b>	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.505	24000	G
	To: From:	Le	w Dewitt B	lvd		]—										
Rosser Ave	City of Waynesboro	0.71	14000	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.505	15000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		lorthgate Av		000/	]	40/	00/	40/	00/		0.007	_	0.500	40000	
Rosser Ave	City of Waynesboro	0.61	12000	G	98%	0% ¬	1%	0%	1%	0%	F	0.087	F	0.502	12000	G
Rosser Ave	City of Waynesboro	0.56	Forrest Dr 9000	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.54	9600	G
340)	То:	U	S 250 Main			1										
340 Main St	City of Waynesboro	0.38	Rosser Ave	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.504	11000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		New Hope R			<u> </u>										
Main St	City of Waynesboro	0.35	8100	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.544	8500	G
340 Main St	City of Waynesboro	0.14	Wayne Ave	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.512	6500	G
340)	та		Arch Ave			···	.,,				-			****		
340 Main St	City of Waynesboro	0.39	9100	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.531	9700	G
	To From:	US	S 250 Broad	l St		}—										
340 250 Main St	City of Waynesboro	0.19	14000	G	96%	0%	2%	0%	1%	0%	F	0.084	F	0.524	15000	G
Cara Delphine Ave	City of Waynesboro	0.25	Main St 12000	G	94%	1%	2%	1%	2%	0%	F	0.089	F	0.56	12000	G
Delphine Ave	City of Waynesbold	0.25		<u> </u>	94 70	170	<b>2</b> 70	1 70	270	070	F	0.009	Г	0.30	12000	G
0340 Delphine Ave	City of Waynesboro	0.60	7th St <b>12000</b>	G	94%	1%	2%	1%	2%	0%	F	0.088	F	0.557	12000	G
	To		Second St			1—										
Delphine Ave	City of Waynesboro	0.81	9500	G	94%	1%	2%	1%	2%	0%	F	0.087	F	0.555	10000	G
340 Delphine Ave	City of Waynesboro	<u>н</u> 0.25	opeman Pkv <b>9500</b>	wy <b>G</b>	94%	1%	2%	1%	2%	0%	С	0.087	F	0.627	10000	G
340) 360/111107440	Ta.		L Waynesb		O-7 /0		<i>2</i> /0	1 /0	£/0	<b>5</b> /0		0.001	'	0.021	10000	
(340)	Augusta County	4.69	8800	G	94%	1%	2%	1%	2%	0%	F	0.096	F	0.552	8900	G
	To. From:	4.00	07-612	_	020/	]	20/	OC/	00/	00/		0.004		0.000	F 400	
340	Augusta County	4.66	<b>5300</b> N 07-778	G	93%	1% <b>T</b>	3%	2%	2%	0%	С	0.094	F	0.602	5400	G
			11 0/-//0			1										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
340	Augusta County	2.69	N 07-778 <b>5200</b>	G	93%	】 1%	3%	2%	2%	0%	F	0.094	F	0.626	5200	G
340)	To To		CL Grottoes			- <i></i> -				• • • • • • • • • • • • • • • • • • • •	•	0.00	•	0.020	0200	
340	Town of Grottoes (Maint: 07)	0.05	5200	N	93%	1%	3%	2%	2%	0%	Ν	0.094	Ν	0.626	5200	Ν
<u> </u>	To:		gham County													
340 East Side Hwy	Town of Grottoes (Maint: 82)	Augu 0.46	sta County I <b>5700</b>	Line <b>F</b>	94%	】 1%	1%	1%	3%	0%	С	0.108	F	0.584	5900	F
Last Side Hwy	Town of Grottoes (Maint. 62)	0.40			94 /0	1 /0 <b>7</b>	1 /0	1 /0	370	0 /6	C	0.100	'	0.304	3900	'
340 East Side Hwy	Town of Grottoes (Maint: 82)	0.47	Cary St <b>6000</b>	F	94%	1%	1%	1%	3%	0%	F	0.101	F	0.551	6200	F
2340 Last Glac Twy	To:		CL Grottoes		3470	7	170	1 /0	370	0 70	•	0.101	'	0.001	0200	
~~	From:	N	NCL Grottes													
340)	Rockingham County	1.39	5200	F	93%	0%	1%	2%	4%	0%	С	0.106	F	0.567	5300	F
	To- From:		82-659			}—										
340	Rockingham County	8.27	3500	F	93%	0%	1%	2%	4%	0%	F	0.094	F	0.596	3600	F
	To- From:		82-649			<u> </u>										
340	Rockingham County	2.97	3700	F	93%	0%	1%	2%	4%	0%	F	0.095	F	0.591	3800	F
	To- From:		82-754			<u> </u>										
340	Rockingham County	2.88	5100	F	93%	0%	3%	1%	2%	0%	С	0.088	F	0.593	5200	F
	Toward of Ellipse (Mariate CO)		SCL Elkton		000/	40/	40/	40/	40/	00/		0.005		0.070	44000	
Stuart Ave	Town of Elkton (Maint: 82)	0.03	10000	F	96%	1%	1%	1%	1%	0%	С	0.085	F	0.676	11000	F
Bus	To: From:		US 33			<b>}</b>										
340 33 Stuart Ave	Town of Elkton (Maint: 82)	0.08	10000	N	96%	1%	1%	1%	1%	0%	Ν	0.085	Ν	0.676	11000	Ν
<b>~ ~ ~</b>	To- From		Bus US 33			}										
340 Stuart Ave	Town of Elkton (Maint: 82)	0.19	8400	N	97%	0%	1%	1%	2%	0%	Ν	0.080	Ν	0.611	8700	Ν
<b>~</b>	To- From:	Spo	ottswood Av	ve		}—										
Stuart Ave	Town of Elkton (Maint: 82)	0.59	8400	F	97%	0%	1%	1%	2%	0%	С	0.080	F	0.611	8700	F
~	To- From:	1	NCL Elkton			]										
340 Stuart Ave	Rockingham County	3.30	8400	N	97%	0%	1%	1%	2%	0%	Ν	0.080	Ν	0.611	8700	Ν
<del>~</del>	To:		e County Lingham County													
240	Page County	1.02	5900	y Line F	97%	」 0%	1%	1%	2%	0%	F	0.094	F	0.537	6100	F
340	Ta		L Shenandoa				.,.	.,.			-		-			
340	Town of Shenandoah (Maint: 69)	1.22	5900	N	97%	0%	1%	1%	2%	0%	N	0.094	N	0.537	6100	N
340)	To		69-706			٠	.,.	.,.								
340)	Town of Shenandoah (Maint: 69)	0.65	6300	F	94%	1%	1%	2%	2%	0%	F	0.084	F	0.561	6500	F
	To-		L Shenando								· .					
340	Page County	2.57	6300	N	94%	1%	1%	2%	2%	0%	N	0.084	N	0.561	6500	N
<u></u>	To-	-	69-650													
340	Page County	4.32	5200	F	94%	1%	1%	2%	2%	0%	С	0.089	F	0.577	5300	F
340)	To:		Bus US 340	-	0.,0	7	.,3	- / -	-/-	• , ,	•	5.555	•	5.5.7	2220	•

7/15/2004

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pilinary a	TO THEOLOG	210 1 101	100			Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:	2.12	Bus US 340		2.12/	]	101	201	201	221	_		_			
(340)	Page County	3.16	4100	F	94%	1%	1%	2%	2%	0%	F	0.09	F	0.51	4300	F
(340)(211)	Page County	5.46	US 211 <b>6600</b>	F	92%	1%	2%	1%	4%	0%	С	0.085	F	0.517	6800	F
(340)(211)	r age county	0.40	WCL Luray		JZ /0	7	270	1 70	770	070	0	0.000	'	0.017	0000	<u>'</u>
340 (211)	From: L Town of Luray (Maint: 69)	0.36	13000	F	92%	1%	2%	1%	4%	0%	F	0.082	F	0.531	13000	F
	To		BUS US 211	l		1—										
(340)(211)	Town of Luray (Maint: 69)	0.69	5500	G	92%	1%	2%	1%	3%	0%	С	NA			5600	G
<u></u>	To: From:		CL Luray			]										
(340)(211)	Page County	0.53	5500	N	92%	1%	2%	1%	3%	0%	Ν	NA			5600	N
~~~	To- From:		CL Luray		222/	]		40/	00/	201						
(340)(211)	Town of Luray (Maint: 69)	0.56	5500 S RT 211	N	92%	1% 7	2%	1%	3%	0%	N	NA			5600	N
~~~	From:		US 211													
N Broad St	Town of Luray	0.30	5600	F	95%	1%	1%	1%	2%	0%	С	0.092	F	0.602	5800	F
~~~	From:	0.04	NCL Luray	_	050/	]	40/	40/	20/	00/		0.004	F	0.000	F400	
<u>340</u>	Page County	0.21	5300	F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.602	5400	F
(240)	Page County	1.03	69-731 5800	F	95%	1%	1%	1%	2%	0%	F	0.09	F	0.582	6000	F
<u>340</u>	To:	1.00	69-648		0070	۰ <i>٬</i> ۰۰	170	170	270	070	·	0.00		0.002	0000	
340	Page County	5.93	4700	F	95%	1%	1%	1%	2%	0%	F	0.090	F	0.651	4800	F
	To		69-662			1										
<u>340</u>	Page County	3.96	4100	F	95%	1%	1%	1%	2%	0%	F	0.09	F	0.726	4200	F
<u> </u>	To: From:		ren County l			1										
340	Warren County	2.46	4300	G	95%	0%	1%	1%	2%	0%	С	0.089	F	0.751	4300	G
	Tax		N 93-613			1—										
<u>340</u>	Warren County	5.30	5000	G	95%	1%	2%	1%	1%	0%	С	0.099	F	0.745	5100	G
	Ta: From:		93-607			_										
<u>340</u>	Warren County	2.78	6500	G	95%	0%	1%	1%	2%	0%	F	0.098	F	0.719	6600	G
	To: From:		93-619]							_			
340	Warren County	0.83	14000	G	95%	0%	1%	1%	2%	0%	F	0.085	F	0.69	14000	G
South Royal Ave	Town of Front Royal	0.31	14000	yal G	95%	0%	1%	1%	2%	0%	F	0.077	F	0.63	15000	G
340 South Royal Ave	rown or Front Royal				9070	U70 T	1 70	1 70	∠70	0 70	ı	0.077	Г	0.03	13000	G
340 55 South Royal Ave	Town of Front Royal	0.40	R 55 South S 15000	St G	97%	0%	1%	1%	1%	0%	С	0.077	F	0.514	16000	G
340) (35) 354411115	To		E Main St		0.70	ر ا	.,.	.,,	.,,	• • • • • • • • • • • • • • • • • • • •			•	3.3.1		
340 55 North Royal Ave	From· <u>I</u> Town of Front Royal	0.57	16000	G	98%	0%	1%	0%	1%	0%	С	0.075	F	0.505	17000	G
	To:		6th St													

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		6th St													
(340) (55) North Royal Ave	Town of Front Royal	0.25	13000	G	98%	0%	1%	0%	1%	0%	F	0.078	F	0.542	14000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		JS 522, 8th S			}—										
340 (522) (55) North Royal Ave	Town of Front Royal	0.35	24000	G	96%	0%	1%	1%	1%	0%	С	0.080	F	0.527	24000	G
\	To: From:	No	14th St orth Royal A	17/0		-										
340 (522 (55) 14th Street	Town of Front Royal	0.24	22000	G	96%	0 %	1%	1%	1%	0%	F	0.080	F	0.526	22000	G
340 (322) (33) 1141 04 06	To:		enandoah A		0070	٦	170	1,0	170	070	•	0.000	•	0.020	22000	Ŭ
	From:		14th St													
340 (522 (55) Shenandoah Ave	Town of Front Royal	0.34	26000	G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.505	27000	G
	To	C	L Front Roy	/al		1—										
340 (522) (55) Shenandoah Ave	Warren County	0.45	26000	N	96%	0%	1%	1%	1%	0%	Ν	0.083	Ν	0.505	27000	Ν
	To:		SR 55 West			1										
340 522 Shenandoah Ave	Warren County	0.22	24000	G	95%	1%	1%	1%	2%	0%	F	0.082	F	0.542	25000	G
340 (322) 511511311303117 113						٦	. , 0	. , ,	_,,	0,0	•	0.002	•	0.0.=		
	Marron County	0.83	NCL Front F 23000	Royal G	050/	1%	1%	1%	20/	0%	С	0.083	F	0.550	22000	G
340 (522)	Warren County	0.63	I-66	G	95%	170 7	170	170	2%	0%	C	0.063	Г	0.558	23000	G
	From:	Functi	onal Class C	Change												
340)(522)	Warren County	1.22	21000	G	85%	1%	1%	1%	12%	0%	С	0.079	F	0.532	21000	G
3.0 (322)	To	02.6	527 Reliance	n D.d												
340 (522)	From: Warren County	2.81	19000	G	83%	1%	2%	2%	13%	0%	С	0.082	F	0.509	19000	G
340 (322)						٦	_,,	_,,	.0 /0	0,0		0.002	•	0.000		
	From:	0.30	93-802 17000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
340 (522)	Warren County		erick County		04%	170 7	170	170	13%	0%	C	0.063	Г	0.526	10000	G
	From:		ren County													
340 522 Front Royal Pike	Frederick County (Maint: 93)	0.53	17000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
313/022	To:	War	ren County	Line												
~~~	From:		erick County													
340 522 Front Royal Pike	Warren County	0.39	17000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
<del>**</del>	To:		erick County													
340 522 Front Royal Pike	Frederick County (Maint: 93)	0.30	ren County 17000	G	84%	<b>」</b> 1%	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
340 522 Front Royal Pike	To:		ren County		0+70	<b>1</b> '''	170	1 70	13 /0	0 70	O	0.000		0.520	10000	O
	From:		rick County													
340 (522) Front Royal Pike	Warren County	0.16	17000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
	To:	Clar	rke County I	Line												
~~~~	From		ren County			J							_			_
340 522 Front Royal Pike	Clarke County (Maint: 93)	1.79	17000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
	To- From:		2 Double To	oll Gate		}—										
340	Clarke County	2.09	7200	F	92%	1%	1%	1%	6%	0%	С	0.094	F	0.733	7400	F
	To:	2.1-	658 White F	Post		1 —										
340	Clarke County	1.83	7600	F	92%	1%	1%	1%	6%	0%	F	0.086	F	0.725	7800	F
370	To		0 South of E	Bovce		٦										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
340	Clarke County	US 50 South of 1.19 8100	Boyce F	91%	1%	1%	1%	6%	0%	С	0.09	F	0.626	8300	F
340	Town of Boyce (Maint: 21)	SCL Boyce 0.81 8100	N N	91%	1%	1%	1%	6%	0%	N	0.09	N	0.626	8300	N
340	Clarke County	NCL Boyce 2.27 8100	N	91%	1%	1%	1%	6%	0%	N	0.09	N	0.626	8300	N
340	Clarke County	SR 255 Old Ch 2.99 9500	apel F	91%	1%	1%	1%	6%	0%	F	0.087	F	0.599	9800	F
340	Town of Berryville (Maint: 21)	SCL Berryvi 0.51 9500	lle N	91%	1%	1%	1%	6%	0%	N	0.087	N	0.599	9800	N
340	Town of Berryville (Maint: 21)	SR 7 Bus 0.45 9900	F	91%	1%	1%	1%	6%	0%	F	0.08	F	0.504	10000	F
340	Clarke County	NCL Berryvi 0.24 9900	lle N	91%	1%	1%	1%	6%	0%	N	0.08	N	0.504	10000	N
340	Clarke County	SR 7 1.29 13000	F	89%	1%	2%	1%	8%	0%	F	0.079	F	0.518	13000	F
340	Clarke County	21-611 2.82 11000	Α	89%	1%	2%	1%	8%	0%	С	0.101	Α	0.512	10000	Α
340	Loudoun County	West Virginia Sta Maryland State 0.57 24000 West Virginia Sta	Line G	91%	0%	3%	0%	5%	0%	С	0.085	F	0.690	22000	G
Bus 340	Page County	US 340 0.20 4500	N	93%	1%	1%	3%	2%	0%	N	0.093	N	0.556	4600	N
Bus (340)	Page County	3.80 4500	F	93%	1%	1%	3%	2%	0%	С	0.093	F	0.556	4600	F
Bus 340	Town of Stanley (Maint: 69)	SCL Stanle	у N	93%	1%	1%	3%	2%	0%	N	0.093	N	0.556	4600	N
	Ta- From:	NCL Stanle	у								0.093		0.550	4000	IN
340 Bus	Page County	1.99 4500 69-632 Stanl	N ey	93%	1%]——	1%	3%	2%	0%	N	0.093	N	0.556	4600	N
340 San San San San San San San San San San	Page County	3.73 6100 SCL Luray	F	97%	- 1%	1%	1%	0%	0%	С	0.086	F	0.568	6200	F
Bus 340 Virginia Ave	Town of Luray	0.09 6600	F	96%	0%	2%	1%	1%	0%	F	0.084	F	0.621	6800	F
Bus 340 Virginia Ave	Town of Luray	Linden Ave 0.52 5500	F	96%	0%	2%	1%	1%	0%	С	0.085	F	0.615	5700	F

7/15/2004

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K		Dir		
Route	Jurisdiction .	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Bus U		000/		40/	40/	40/	00/	_	0.005	_	0.554	4000	
Broad St	Town of Luray	0.54 45 0		96%	_ 1% ¬	1%	1%	1%	0%	С	0.095	F	0.554	4600	F
Wve	From:	US			İ										
Wye 340	Augusta County	0.12 41		93%	1%	2%	3%	2%	0%	С	0.087	F	0.605	4200	G
	To:	US	340												
	Fram	SR 3		000/		00/	00/	00/	00/	_	0.004	F	0.544	000	_
344)	Halifax County	1.58 98		92%	2%	2%	0%	3%	0%	F	0.091	г	0.541	990	G
244)	Town of Scottsburg (Maint: 41)	NCL Sc 0.75 98		92%	2%	2%	0%	3%	0%	N	0.091	N	0.541	990	N
344)	Town or Goottoburg (Maint: 41)			0270	7	270	070	070	070	.,	0.001		0.041	000	
344)	Town of Scottsburg (Maint: 41)	0.42 92		92%	2%	2%	0%	3%	0%	С	0.085	F	0.523	930	G
347 /		ECL Sco			—										
344)	Halifax County	7.35 92		92%	2%	2%	0%	3%	0%	Ν	0.085	Ν	0.523	930	N
	Ta	Staunton Rive	er State Park	:	1—										
344)	Halifax County	2.18 12		92%	2%	2%	0%	3%	0%	F	0.147	F	0.674	120	G
<u></u>	To:	End of													
	From: Town of Halifax (Maint: 41)	SR 3			J						0.121	F	0.636	710	
349)	Town of Halliax (Maint. 41)	US:			7						0.131	Г	0.636	710	G
	From:	Hunting			İ										
351) 39th Street	City of Newport News	1.51 97 0		96%	0%	2%	1%	1%	0%	С	0.12	F	0.727	10000	G
	To: From:	WCL H ECL New													
351) Pembroke Ave	City of Hampton	1.53 91		96%	0%	2%	1%	1%	0%	F	0.090	F	0.546	9700	G
<u></u>	To-	Powhata	n Pkwv		1										
351) Pembroke Ave	City of Hampton	1.52 120		96%	1%	2%	1%	1%	0%	С	0.090	F	0.588	12000	G
	To	Settlers La	ınding Rd		1—										
351) Pembroke Ave	City of Hampton	0.14 110	00 G	96%	1%	2%	1%	1%	0%	F	0.089	F	0.542	11000	G
<u> </u>	To- From:	Lasalle													
Pembroke Ave	City of Hampton	0.73 99 0	00 G	94%	2%	3%	1%	0%	0%	С	0.102	F	0.611	10000	G
	To- From:	SR 134 Am]										
Pembroke Ave	City of Hampton	1.41 110	00 G	96%	2%	2%	0%	0%	0%	С	0.102	F	0.673	11000	G
Daniela Aus	To- From:	US 258 Me		000/		00/	00/	00/	00/		0.007		0.050	4.4000	
Pembroke Ave	City of Hampton	0.20 130		96%	2%	2%	0%	0%	0%	F	0.097	F	0.650	14000	G
351) Pembroke Ave	City of Hampton	1.10 140		97%	1%	1%	0%	1%	0%	С	0.09	F	0.605	15000	G
351) Fembroke Ave	Gity of Hampton				170	1 70	U%	170	U%	C	0.09	r	0.005	15000	G
351) (169) Pembroke Ave	City of Hampton	SR 169 W; OI 0.60 32		97%	1%	1%	0%	1%	0%	F	0.099	F	0.608	3400	G
351 169 Pembroke Ave	To:	SR 169 E;		31 70	7 170	1 70	U 70	170	U 70	Г	0.099	r	0.000	3400	G

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and In	G State NO	u (53			т	ıok			1/		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2010		ıck		QC	K	QK	Dir	AAWDT	QW
	From:	CD 160 F.	M-11 C4		1	ZAXIE	3+Axle	TTrail	21 raii		Factor		Factor		
351) Pembroke Ave	City of Hampton	SR 169 E; 0.07 32		97%	」 1%	1%	0%	1%	0%	N	0.099	N	0.608	3400	N
351) Fellibloke Ave	To:	Seco		91 /0	7 ' '	1 /0	0 /0	1 /0	0 /6	IN	0.099	IN	0.000	3400	IN
	From:														
	<u> </u>	2.13 28		90%	J 00/	20/	20/	C 0/	00/	_	0.077	F	0.650	2000	0
352	Lee County	2.13 20	00 G	90%	0%	2%	2%	6%	0%	С	0.077	Г	0.659	2900	G
	To: From:	SCL Sair			_										
352	Town of Saint Charles (Maint: 52)	0.27 28		90%	0%	2%	2%	6%	0%	N	0.077	N	0.659	2900	N
<u> </u>	Tn:	52-	534												
	From:	End of													
354	Lancaster County	3.64 48	0 G	93%	1%	3%	2%	2%	0%	F	0.099	F	0.570	480	G
	To	51-	504		1										
354)	Lancaster County	3.62 22	00 G	93%	1%	3%	2%	2%	0%	F	0.089	F	0.590	2200	G
354	Ta	SR	201		7										
354	Lancaster County	4.10		93%	1%	3%	2%	2%	0%	С	0.086	F	0.579	870	G
354)	Lancaster County			3370	7 70	370	270	270	070	O	0.000	•	0.073	070	O
	From:	51-		000/		00/	00/	00/	00/		0.000	_	0.744	070	
354	Lancaster County	2.17		93%	1%	3%	2%	2%	0%	F	0.093	F	0.714	870	G
	10.	SF													
	From:	US 33; Star			<u>ا</u>					_		_			_
356 Hilliard Rd	Henrico County	0.67 18 0	00 G	96%	1%	2%	0%	1%	0%	F	0.096	F	0.604	19000	G
	To- From:	Thornro]										
(356) Hilliard Rd	Henrico County	0.60 160	00 G	96%	1%	2%	0%	1%	0%	С	0.095	F	0.584	17000	G
	To-	Hermit	age Rd		1										
(356) Hilliard Rd	Henrico County	0.16 21 0		96%	1%	2%	0%	1%	0%	F	0.099	F	0.532	22000	G
930)	To:	SR 161; La			٦	_,-				•		•			_
	From	Colonia	1 Pkwy		ì										
359)	James City County	0.27 25		97%	1%	1%	0%	0%	0%	С	0.107	F	0.504	2600	G
339)	To:	SR			٦	.,.		-,-		_		•			_
	From:	N Ma	in St		ì										
360 58 River Street	City of Danville	0.64 23 0		91%	1%	1%	1%	6%	0%	F	NA			22000	G
(300) (38) 1 11101 311301	- T			0.70	¬ · · · ·	.,,	.,,	0,0	0,0	•					
Cauth Dantas Dd	From:	Old Hal		040/	40/	40/	40/	C0/	00/	F	0.000	_	0.500	45000	
(360) (58) South Boston Rd	City of Danville	1.12 15 0	00 F	91%	1%	1%	1%	6%	0%	F	0.082	F	0.562	15000	F
~~~	To- From:	US			}										
360 (58) South Boston Rd	City of Danville	1.02 <b>26</b> 0	00 F	83%	1%	2%	1%	13%	1%	F	0.076	F	0.525	26000	F
~ ~ ·	To	Kentu	ck Rd		1—										
360 58 South Boston Rd	City of Danville	1.98 <b>20</b> 0		83%	1%	2%	1%	13%	1%	F	0.079	F	0.539	20000	F
	Ta	ECL D			<u> </u>										
~~~	From:	71-734;					_		_		_				
(360) (58)	Pittsylvania County	0.82 130		83%	1%	2%	1%	13%	1%	F	0.078	F	0.526	13000	F
~~~	To:	Urban E	oundary		1										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   QK   Factor   AAWDT   QW			Primary ar	ia iritorott	ato i tot	1100			Trı	ıck			K		Dir		
Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Second   Pittsykania County   Seco	Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	QW
Hailfax County   Mailfax	From:		SR 62			1											
Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Halifax County   Hali	(360) (58)	Pittsylvania County	3.32	8200	В	83%	1%	2%	1%	13%	1%	С	0.098	Α	0.537	8200	В
Halifax County   3.48   8200   C   83%   1%   2%   1%   13%   1%   F   0.772   F   0.554   8100   G   860   68   Halifax County   6.55   8400   G   83%   1%   2%   1%   13%   1%   F   0.076   F   0.561   8300   G   8360   88   Halifax County   7.528   8300   A   83%   1%   2%   1%   13%   1%   F   0.076   F   0.527   13000   G   8360   68   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malifax County   7.528   8300   Malif		To:															
Halifax County   SR   190 Delits   Halifax County   SR   190 Delits   Halifax County   S. 88   S. 88   1%   2%   1%   13%   1%   F   0.076   F   0.561   8300   G   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   8300   S   S   S   S   S   S   S   S   S		Llolifox County			-	020/	10/	20/	10/	120/	10/	_	0.070	г	0.554	0100	0
Halifax County   6.58   8400   G   83%   1%   2%   1%   13%   1%   F   0.076   F   0.561   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   M   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300   G   8300	(360) (58)	Halliax County				63%	170	270	170	13%	170	Г	0.072	Г	0.554	0100	G
Halifax County   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.65%   1.6	~~	To- From:				2221			101	100/	101	_		_			
Halifax County	360 58	Halitax County	6.58	8400	G	83%	1%	2%	1%	13%	1%	F	0.076	F	0.561	8300	G
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	~~~	To: From:					<del>]</del>										
Town of South Boston (Maint: 41) 0.16 11000 G 82% 1% 1% 1% 1% 1% 1% 1% 1% 0.077 F 0.509 11000 G 1 1000	(360) (58)	Halifax County	9.25	8900	Α	83%	1%	2%	1%	13%	1%	С	0.099	Α	0.579	8900	Α
C1   South Roston   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint   Maint	~ ~	Ta- From:	US				]										
Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	(360) (58)	Town of South Boston	0.18	13000	G	83%	1%	2%	1%	13%	1%	F	0.076	F	0.527	13000	G
Halifax County   SCI. South Boston (Maint: 41)   0.16   11000   G   82%   1%   1%   2%   13%   1%   F   0.077   F   0.509   11000   G		To- From:	CL	South Bost	ton		1										
Halifax County   SCI. South Boston (Maint: 41)   0.16   11000   G   82%   1%   1%   2%   13%   1%   F   0.077   F   0.509   11000   G	(360) (58)	Halifax County	0.52	13000	N	83%	1%	2%	1%	13%	1%	Ν	0.076	Ν	0.527	13000	Ν
Halifax County    As   11000   G   82%   1%   1%   2%   13%   1%   F   0.077   F   0.599   11000   G		Ta:		E US 58			1										
Town of South Boston (Maint: 41)   0.16   11000   G   82%   1%   1%   2%   13%   1%   F   0.08   F   0.532   11000   G   82%   1800   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   G   82%   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800	360	Halifax County	0.45		G	82%	1%	1%	2%	13%	1%	F	0.077	F	0.509	11000	G
Town of South Boston (Maint: 41) 0.16 11000 G 82% 1% 1% 2% 13% 1% F 0.08 F 0.532 11000 G Seymour Dr Seymour Dr 1600 Town of South Boston (Maint: 41) 0.52 11000 G 82% 1% 1% 2% 13% 1% F 0.077 F 0.606 10000 G Seymour Dr 17000 G 82% 1% 1% 1% 2% 13% 1% F 0.078 F 0.512 12000 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.078 F 0.512 12000 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.078 F 0.512 12000 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.078 F 0.512 12000 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.078 F 0.594 10000 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.594 10000 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.595 7600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.555 7600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.555 7700 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.555 7700 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.089 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.089 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.089 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.555 7700 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.555 7700 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 2% 13% 1% F 0.076 F 0.545 6600 G Seymour Dr 18000 G 82% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%		To	SCI	South Box	eton		1										
Town of South Boston (Maint: 41)   0.52   1100   G   82%   1%   1%   2%   13%   1%   F   0.077   F   0.606   1000   G	(360)	Town of South Boston (Maint: 41)				82%	」 1%	1%	2%	13%	1%	F	0.08	F	0.532	11000	G
Town of South Boston (Maint: 41)   0.52   11000   G   82%   1%   1%   2%   13%   1%   F   0.077   F   0.606   10000   G	(300)	Tel					7										
Town of South Boston (Maint: 41)	( )	Town of South Roston (Maint: 41)				82%	1%	1%	2%	13%	1%	F	0.077	F	0.606	10000	G
Town of South Boston (Maint: 41)	(360)	Town of Court Boston (Maint: 41)				0270	7	170	270	10 /0	170	•	0.077	•	0.000	10000	Ü
Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County Line  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax C		Town of South Poston (Maint: 41)			G	920/	10/	10/	20/	120/	10/	Е	0.070	Е	0.512	12000	
Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County Line  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax C	(360)	TOWIT OF SOULT BOSTOTI (Maint. 41)				0270	170	1 70	270	1370	1 70	г	0.076	Г	0.512	12000	G
Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County	~~	From:				222/		10/	201	400/	10/		0.0=4			10000	
Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County  Halifax County	360	I own of South Boston (Maint: 41)	0.09	10000	G	82%	1%	1%	2%	13%	1%	F	0.071	F	0.594	10000	G
Halifax County	~~~						}										
Halifax County	(360)	Halifax County	1.43	7800	G	82%	1%	1%	2%	13%	1%	F	0.076	F	0.558	7600	G
Halifax County   SR 360   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR		To: From:		W 41-716			]										
Halifax County   SR 360   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR	(360)	Halifax County	5.28	7800	G	82%	1%	1%	2%	13%	1%	F	0.076	F	0.57	7600	G
Halifax County  To SR 92 South of Clover  Halifax County  To Charlotte County Line Halifax County  To SR 92 South of Clover  To SR 92 South of Clover  Halifax County Line From Halifax County Line From Halifax County Line From SR 92  Charlotte County Line From Halifax County Line From Halifax County Line  To SR 92  Charlotte County Line Halifax County Line From Halifax County Line  To SR 92  Charlotte County Line Halifax County Line  To SR 92  Charlotte County  4.64 4200 G 82% 1% 1% 2% 13% 1% F NA 4100 G		To- From-		SR 360			1										
Halifax County  To SR 92 South of Clover  Halifax County  To Charlotte County Line Halifax County  To SR 92 South of Clover  To SR 92 South of Clover  Halifax County Line From Halifax County Line From Halifax County Line From SR 92  Charlotte County Line From Halifax County Line From Halifax County Line  To SR 92  Charlotte County Line Halifax County Line From Halifax County Line  To SR 92  Charlotte County Line Halifax County Line  To SR 92  Charlotte County  4.64 4200 G 82% 1% 1% 2% 13% 1% F NA 4100 G	(360)	Halifax County	2.40	8000	G	82%	1%	1%	2%	13%	1%	F	0.076	F	0.555	7700	G
Halifax County  2.79 6800 G 82% 1% 1% 2% 13% 1% F 0.069 F 0.545 6600 G  SR 92 South of Clover  2.73 5200 G 82% 1% 1% 2% 13% 1% F 0.078 F 0.52 5100 G  Charlotte County Line From Halifax County Line  Charlotte County Line  From SR 92  SR 92  Charlotte County Line  To SR 92  Charlotte County Line  From Halifax County Line  To SR 92  Charlotte County Line  To SR 92  Charlotte County Line  Table SR 92  Charlotte County Line  Table SR 92  Charlotte County Line  SR 92  Charlotte County Line  Table SR 92  Charlotte County Line  SR 92  Charlotte County Line  Table SR 92  Charlotte County Line  SR 92  Charlotte County Line  SR 92  Charlotte County Line  SR 92  Charlotte County Line  SR 92  Charlotte County Line  SR 92  Charlotte County Line  SR 92  Charlotte County Line  SR 92  Charlotte County Line  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92  SR 92		Ta:		41-607			1										
Halifax County   SR 92 South of Clover   SR 92 South of Clover   SR 92 South of Clover   SR 92 South of Clover   SR 92 South of Clover   SR 92 South of Clover   SR 92 South of Clover   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR 92   SR	360	Halifax County	2.79		G	82%	1%	1%	2%	13%	1%	F	0.069	F	0.545	6600	G
Halifax County		То	SR 01	South of C													
Halifax County Line	[360]	Halifax County				82%	- 1%	1%	2%	13%	1%	F	0.078	F	0.52	5100	G
Charlotte County 1.73 5300 F 82% 1% 1% 2% 13% 1% F 0.079 F 0.529 5200 F SR 92  Charlotte County 4.64 4200 G 82% 1% 1% 2% 13% 1% F NA 4100 G	(300)	To:				/-	1	. , 0	_,,		. , •	-	2.3.0	-		00	-
SR 92 Charlotte County 4.64 4200 G 82% 1% 1% 2% 13% 1% F NA 4100 G	~~~	From															
SR 92 Charlotte County 4.64 4200 G 82% 1% 1% 2% 13% 1% F NA 4100 G	(360)	Charlotte County	1.73	5300	F	82%	1%	1%	2%	13%	1%	F	0.079	F	0.529	5200	F
Charlotte County 4.64 4200 G 82% 1% 1% 2% 13% 1% F NA 4100 G		To- From:		SR 92			}—										
To: W US 15	(360)	Charlotte County	4.64	4200	G	82%	1%	1%	2%	13%	1%	F	NA			4100	G
		To:		W US 15													

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	TG TITLOTOR	210 1 100	1100			Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		W US 15			]										
(360) (15)	Charlotte County	3.88	5100	F	66%	10%	7%	2%	15%	1%	F	0.079	F	0.522	5200	F
<u> </u>	To: From:	SR ·	47 Krafton (	Gate		]——										
(360) (15)	Charlotte County	6.60	4900	F	66%	10%	7%	2%	15%	1%	С	0.083	F	0.531	5000	F
<del>\</del>	To: From:		US 15 BUS			]										
(360) (15)	Charlotte County	3.36	4600	F	71%	6%	2%	2%	16%	2%	С	0.073	F	0.512	4700	F
~ ~	To: From:	SI	R 40 Keysvil	lle		]										
(360) (15)	Charlotte County	2.04	4800	F	75%	1%	1%	2%	19%	1%	С	0.077	F	0.527	4900	F
	To: From:		E US 15			]										
360	Charlotte County	1.75	5400	F	82%	1%	1%	2%	13%	1%	F	0.072	F	0.542	5200	F
	To: From:		Edward County			1										
360	Prince Edward County	2.23	5500	G	82%	<b>」</b> 1%	1%	2%	13%	1%	F	0.081	F	0.5	5300	G
	To:		55-701			1										
360	Prince Edward County	3.13	4900	G	82%	1%	1%	2%	13%	1%	F	0.076	F	0.590	4700	G
300	Too					¬				.,,			-			
(360)	Prince Edward County	0.26	73-728 <b>5300</b>	G	82%	1%	1%	2%	13%	1%	F	0.071	F	0.606	5100	G
(300)	To:					٦	.,.	_,,		.,,	•		-			_
(360) (360)	Prince Edward County	3.09	73-630 <b>5000</b>	G	82%	1%	1%	2%	13%	1%	F	0.075	F	0.605	4900	G
(300)	To:		73-696			٠,,٠	.,,	_,,	.070	. , 0	•	0.0.0	•	0.000		
360	Prince Edward County	5.56	4700	Α	82%	1%	1%	2%	13%	1%	С	0.107	Α	0.62	4600	Α
(300)	To:		oway County		0270	7	.,,	_,,	.070	. , 0		01.07	•	0.02	.000	
	From:		Edward Cou	_												
360	Nottoway County	1.12	5200	G	82%	1%	1%	2%	13%	1%	F	0.082	F	0.605	5000	G
	To: From:		67-621			]										
360	Nottoway County	0.39	5400	G	82%	1%	1%	2%	13%	1%	F	0.077	F	0.582	5300	G
	To: From:		US 460			]										
(360)(460)	Nottoway County	0.19	11000	G	79%	1%	1%	2%	17%	1%	С	0.083	F	0.547	11000	G
~~~	To: From:	W	CL Burkevi			<b>-</b>										
(360)(460)	Town of Burkeville (Maint: 67)	1.06	11000	N	79%	1%	1%	2%	17%	1%	Ν	0.083	Ν	0.547	11000	N
<u> </u>	Ta: From:		US 460 Bus			}										
(360)(460)	Town of Burkeville (Maint: 67)	0.08	16000	G	82%	1%	1%	2%	13%	1%	F	NA			15000	G
	To: From:	Е	CL Burkevil	lle]										
(360)(460)	Nottoway County	0.35	16000	N	82%	1%	1%	2%	13%	1%	Ν	NA			15000	Ν
<u> </u>	To- From:		US 460			}—										
360	Nottoway County	0.23	4300	G	90%	1%	2%	1%	6%	1%	F	0.071	F	0.514	4200	G
	To: From:		67-723													
360	Nottoway County	2.46	5100	G	90%	1%	2%	1%	6%	1%	F	0.074	F	0.57	5000	G
<u></u>	To:		SR 49													

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		SR 49 6900 G	000/	10/	20/	40/	C 0/	40/	_	0.070	F	0.570	0000	0
[360]	Nottoway County		County Line	90%	1% 7	2%	1%	6%	1%	F	0.076	F	0.573	6800	G
	From:		County Line County Line												
360	Amelia County	0.49 7	7300 F	90%	1%	2%	1%	6%	1%	F	0.075	F	0.612	7300	F
	To:	S	R 307		1										
360	Amelia County		2000 F	90%	1%	2%	1%	6%	1%	F	0.078	F	0.578	12000	F
	Tax From:		4-681]——										
360	Amelia County	2.64 1 4	4000 A	90%	1%	2%	1%	6%	1%	С	0.101	Α	0.511	14000	Α
	To: From:		360 Bus]										
360	Amelia County		5000 F	90%	1%	2%	1%	6%	1%	F	0.08	F	0.567	15000	F
(360)	Amelia County		4-604 6000 F	90%	1%	2%	1%	6%	1%	F	0.077	F	0.637	16000	F
300	To		ld County Line		7										
~~~	From:		County Line												
360 Hull Street Rd	Chesterfield County	5.16 <b>1</b> 0	6000 F	90%	1% _	2%	1%	6%	1%	F	0.076	F	0.635	16000	F
~~~	To- From:		Skinquarter Rd	/	<u> </u>					_		_			
Hull Street Rd	Chesterfield County		0000 F	90%	1%	2%	1%	6%	1%	F	0.076	F	0.564	20000	F
Livil Chroat Dd	Chesterfield County		dwin Creek Rd								0.00	F	0.570	20000	F
Hull Street Rd	Chesterned County				_						0.08	Г	0.576	38000	Г
Carry Livill Chront Dd	Chapterfield County		Spring Run	000/	40/	20/	40/	C 0/	40/		0.004		0.004	00000	
Hull Street Rd	Chesterfield County		0000 F	90%	1%	2%	1%	6%	1%	F	0.084	F	0.624	60000	F
Liuli Street Dd	Chesterfield County		R 288 8000 F	90%	1%	2%	1%	6%	1%	F	0.079	F	0.572	38000	F
Hull Street Rd	Chesterned County			90%	170	270	170	0%	170	Г	0.079	Г	0.572	36000	Г
Library Observat Dat	To: From:		ourthouse Rd	000/	40/	00/	40/	00/	40/		0.007	_	0.000	00000	
(360) Hull Street Rd	Chesterfield County	2.21 3	8000 F	90%	1%	2%	1%	6%	1%	F	0.087	F	0.666	38000	F
~~~	From:		/almsley Blvd	000/			40/	201	40/				. =		
(360) Hull Street Rd	Chesterfield County	2.25 <b>4</b>	0000 F	90%	1%	2%	1%	6%	1%	F	0.094	F	0.711	40000	F
~~~	To: From:	SR 150 Chippenham			}—										
Hull Street Rd	City of Richmond		5000 F	98%	0%	1%	0%	1%	0%	С	0.085	F	0.604	36000	F
Library Observat Dat	City of Distance of		ey Rd	000/		40/	00/	40/	00/	_	0.007	_	0.005	00000	F
Hull Street Rd	City of Richmond		5000 F	98%	0%	1%	0%	1%	0%	С	0.087	F	0.635	26000	F
	City of Dishapped		Belt Blvd	000/	40/	40/	00/	00/	00/	F	0.000	F	0.070	24000	
(360) Hull St	City of Richmond		0000 G	98%	1%	1%	0%	0%	0%	г	0.092	Г	0.678	21000	G
~~~\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	To: From:		guire Dr	000/		40/	00/	00/	00/		0.070		0.7	47000	
Hull St	City of Richmond		6000 G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.7	17000	G
~	To: From:		thian Tnpk	000/	101	401	001	001	001		0.007		0.004	00000	
360	City of Richmond		2000 A	98%	1% T	1%	0%	0%	0%	С	0.087	Α	0.621	22000	Α
	10.	US 1 Jeffer	son Davis Hwy												

420 7/15/2004

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

-								Tru	ck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(360) Hull St	From L City of Richmond	US 1 Je 0.55	fferson Dav 15000	ris Hwy <b>G</b>	98%	] 1%	1%	0%	0%	0%	F	0.088	F	0.677	16000	G
900)	_ To-		ommerce Ro			···	.,.				•					
(360) Hull St	City of Richmond	0.37	20000	G	92%	1%	1%	3%	2%	0%	С	0.091	F	0.541	20000	G
(360) Mayo Bridge	City of Richmond	0.51	1st St 22000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.539	22000	G
360 14th Street	To. From: City of Richmond	0.08	Dock St 17000	G	98%	1%	1%	0%	0%	0%	F	NA			18000	G
(360) (60) 14th Street	City of Richmond	0.08	S 60 Cary S 17000	t N	98%	1%	1%	0%	0%	0%	N	NA			18000	N
	To- From:	US	60 Par, Mair 14th St	n St												
360 60 Main St	City of Richmond	0.30	16000 18th St	G	98%	」 1% 7	1%	0%	0%	0%	F	0.078	F	0.584	16000	G
	From:	U	S 60 Main S	St												
360 18th Street	City of Richmond	0.14	7400	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.781	7700	G
360 18th Street	To- From: City of Richmond	0.75	Grace St 4000	G	98%	1%	1%	0%	0%	0%	F	0.149	F		4200	G
(300) 1001 0000	Combined Traffic Estimates for 2 Parallel Roadways		9300	G	98%	1%	1%	0%	0%	0%	F	NA			9600	G
	rom:		Balding St 18th St													
(360) Balding St	City of Richmond	0.03	4000	N	98%	1%	1%	0%	0%	0%	Ν	0.149	Ν		4200	Ν
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	9300 17th St	N	98%	1% <b>1</b>	1%	0%	0%	0%	N	NA			9600	N
(360) 17th Street	From City of Richmond	0.19	Balding St 8800	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.636	9200	G
900	To:		airfield Way			1										
(360) Fairfield Way	City of Richmond	0.54	17th St <b>6700</b>	G	98%	1%	1%	0%	0%	0%	F	0.117	F	0.853	6900	G
	To: From:		nanicsville T airfield Way													
(360) Mechanicsville Tnpk	City of Richmond	0.44	13000	G	96%	1%	1%	1%	1%	0%	С	0.095	F	0.668	14000	G
360 Mechanicsville Tnpk	City of Richmond	0.25	I-64 38000	G	95%	0%	2%	2%	1%	0%	С	0.091	F	0.649	40000	G
(360) Mechanics ville Tnpk	Henrico County	1.53	36000	nd <b>G</b>	97%	0%	1%	0%	1%	0%	F	0.089	F	0.683	37000	G
360 Mechanicsville Tnpk	To From Henrico County	1.34	34000	e G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.662	36000	G
<u> </u>	To: From:		ver County lico County l			}										
(360) Mechanics ville Tnpk	Hanover County	0.47 BUS US 36	<b>35000</b> 0, Mechanic	<b>G</b> sville Ti	97%	0% ]	1%	0%	1%	0%	F	0.09	F	0.63	36000	G

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

		1 Tillial y al						Tru	ıck			K		Dir		
Route	Jurisdiction		AADT		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
And the second Har Down	From:	BUS US 36					40/	00/	40/	00/	0	0.400		0.505	00000	
Mechanicsville Bypass	Hanover County	0.60	25000	Α	97%	0%	1%	0%	1%	0%	С	0.103	Α	0.595	26000	Α
~~~	To- From:		6 Cold Harl			J										
Mechanicsville Bypass	Hanover County	0.13	25000	N	97%	0%	1%	0%	1%	0%	N	0.103	N	0.595	26000	N
~~~ <u>-</u>	To: From:	BUS US 36				J										
Mechanicsville Tnpk	Hanover County	0.12	25000	N	97%	0%	1%	0%	1%	0%	N	0.103	N	0.595	26000	N
~~~	To: From:		I-295			]										
360 Mechanicsville Tnpk	Hanover County	1.51	38000	G	97%	0%	1%	0%	1%	0%	F	0.082	F	0.576	41000	G
~	To- From:	42-64	3 Lee Davis	s Road]										
360 Mechanicsville Tnpk	Hanover County	2.56	23000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.662	25000	G
<u> </u>	To- From:	42-615	Walnut Gr	ove Rd]—										
360 Mechanicsville Tnpk	Hanover County	3.23	19000	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.753	19000	G
<u> </u>	To	42-606 Old	Church Rd:	; Studley	Rd	٦										
360 Mechanicsville Tnpk	Hanover County	4.35	17000	G	97%	0%	1%	0%	1%	0%	F	0.097	F	0.76	17000	G
<u> </u>	To:		/illiam Cou													
~~~	From:		over County		040/		00/	40/	<b>5</b> 0/	00/	_	0.004	F	0.74	47000	_
360	King William County	2.32	17000	G	91%	0%	3%	1%	5%	0%	F	0.094	F	0.74	17000	G
~~~	To: From:		50-605			]										
360	King William County	2.77	16000	G	91%	0%	3%	1%	5%	0%	С	0.096	F	0.737	16000	G
	To- From:		SR 30]										
360	King William County	3.34	12000	G	91%	0%	3%	1%	5%	0%	F	0.085	F	0.644	12000	G
<u> </u>	To-		Queen Cou			-										
(000)	King & Queen County	2.91	/illiam Cour	nty Line F	91%	┛ 0%	3%	1%	5%	0%	F	0.086	F	0.71	11000	F
360	King & Queen County	2.31			9170	7 070	370	1 /0	J /0	0 70	'	0.000	'	0.71	11000	'
~~	To- From:	0.00	SR 14		000/	40/	40/	00/	00/	00/	_	0.004	_	0.700	0700	_
360	King & Queen County	6.29	8500 ex County I	F	90%	_ 1% ¬	1%	3%	6%	0%	С	0.084	F	0.708	8700	F
	From:		Queen Cou													
360	Essex County	0.45	8800	G	90%	1%	1%	3%	6%	0%	F	0.085	F	0.561	8800	G
	Tax		28-620			¬										
360	Essex County	6.41	8300	G	90%	1%	1%	3%	6%	0%	F	0.086	F	0.505	8300	G
300)	To					٦	.,.		-,-	- , ,	•		-			_
	Essex County	0.20	W US 17 22000	G	93%	0%	1%	1%	5%	0%	F	0.079	F	0.51	19000	G
(360) (17)	Essex County				95 /0	7 0 70	1 /0	1 /0	J /0	0 /6	'	0.079	'	0.51	19000	G
	Town of Toppolognood (Major)		Tappahann		93%		10/	10/	E0/	0%	NI.	0.070	N.I.	0.51	10000	N.I
360 17	Town of Tappahannock (Maint: 28)	2.24	22000	N	93%	0%	1%	1%	5%	U%	N	0.079	N	0.51	19000	N
~~~	To- From:		E US 17													_
360	Town of Tappahannock (Maint: 28)	0.25	14000	G	94%	0%	2%	1%	3%	0%	F	0.088	F	0.576	14000	G
	Ta- From:	Ess	ex County I	Line		]—										
360	Richmond County	3.98	14000	G	94%	0%	2%	1%	3%	0%	F	0.079	F	0.572	14000	G
<u> </u>	To:		W 79-624													

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
260	Richmond County	0.40	W 79-624 <b>14000</b>	Α	94%	] 0%	2%	1%	3%	0%	С	0.096	Α	0.518	14000	Α
360	To-		VCL Warsaw		J+70	7	270	1 70	370	0 70	0	0.000		0.510	14000	
360	From: Town of Warsaw (Maint: 79)	2.02	14000	N	94%	0%	2%	1%	3%	0%	N	0.096	N	0.518	14000	N
	Tax	,	W SR 3 Bus			<b>—</b>										
360 Sus 360 Sus	Town of Warsaw (Maint: 79)	0.78	13000	G	94%	0%	2%	1%	3%	0%	F	0.087	F	0.622	13000	G
~	To Promi	E S	SR 3 Bus, SR	₹3		1										
360	Town of Warsaw (Maint: 79)	0.37	8100	G	94%	0%	2%	1%	3%	0%	F	0.085	F	0.564	8000	G
	Toc From:		ECL Warsaw			<u>}</u>										
360	Richmond County	4.59	8100	N	94%	0% ¬	2%	1%	3%	0%	N	0.085	N	0.564	8000	Ν
360	Richmond County	2.97	79-661 <b>6100</b>	G	94%	0%	2%	1%	3%	0%	F	0.088	F	0.661	6100	C
<i>~</i>	To:		berland Cou		)											
360	Northumberland County	3.19	5800	G	94%	0%	2%	1%	3%	0%	F	0.085	F	0.559	5800	C
	To- From:		SR 202			}										
360	Northumberland County	2.85	7200	G	94%	1%	3%	1%	2%	0%	F	0.079	F	0.579	7200	(
200	Northumberland County	4.28	E 66-614 <b>5800</b>	G	94%	1%	3%	1%	2%	0%	F	0.086	F	0.514	5800	(
360	To Tall To Tall	7.20	SR 201		0470	۰ <i>۰</i> ۰۰	070	170	270	070	•	0.000		0.014	0000	
360	Prom!  Northumberland County	7.91	4300	G	94%	1%	3%	1%	2%	0%	С	0.091	F	0.509	4300	(
500)	To		SR 200			1										
360	Northumberland County	3.05	4800	G	94%	1%	3%	1%	2%	0%	F	0.086	F	0.562	4800	C
	To:		E 66-646			<del></del>										
360	Northumberland County	2.14	2700	G	94%	1%	3%	1%	2%	0%	F	0.088	F	0.558	2700	(
	Too:		66-657			}—										
360	Northumberland County	0.45	860	G	94%	1%	3%	1%	2%	0%	F	0.095	F	0.511	860	(
	107		66-644													
Grace St	City of Richmond	0.06	S 360; 18th S <b>2400</b>	St <b>G</b>	98%	」 1%	1%	0%	0%	0%	E	0.123	E	0.947	2500	(
360 Grace St	Combined Traffic Estimates for Parallel Roadways of		NA	G	30 /0	1 /0	1 /0	0 70	070	0 70	'	NA	'	0.547	NA	`
	To:	on uno recuto.	17th St			]									107	
~	From:		Grace St		/	]										
17th Street	City of Richmond	0.08	3900	G	98%	1%	1%	0%	0%	0%	F	0.107	F		4000	(
	Combined Traffic Estimates for 2 Parallel Roadways of			G	98%	1%	1%	0%	0%	0%	F	NA			8200	(
474h Charat	To: From:		250 Broad		000/	10/	40/	001	00/	00/		0.407	_		F500	
3 _β 0 17th Street	City of Richmond	0.68	5300	G	98%	1%	1%	0%	0%	0%	+	0.127	F		5500	(
-	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	9300	G	98%	1%	1%	0%	0%	0%	F	NA			9600	(

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

		Primary and	Interstate R	toutes									_		
Route	Jurisdiction	Length	AADT O	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	$\Omega M$
Noute	Jungulction	Lengui	תאטו עלי	4 41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QIV	Factor	AANDI	QVV
Bus	From:		est of Mechanics												
(360) Mechanics ville Tnpk	Hanover County	0.49	7600 G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.592	8300	G
	To:	SR	156 Atlee Rd		7										
Bus Nach and and the Total	From:			000/		40/	00/	00/	00/	_	0.007	_	0.005	7000	_
Mechanicsville Tnpk	Hanover County	0.29	7300 G		0%	1%	0%	0%	0%	F	0.087	F	0.925	7900	G
			st of Mechanics												
360	From:		West of Amelia		<b>⅃</b> ೄ					_		_			_
(360∫	Amelia County	2.94	5600 F		0%	1%	1%	1%	0%	С	0.087	F	0.5	5700	F
	10.	US 360	East of Amelia												
Bus Bus	From:		US 460												
(360)(460)	Nottoway County	0.18	1400 G	95%	0%	2%	1%	2%	0%	С	0.097	F	0.562	1400	G
	To- From:	WC	L Burkeville		1—										
Bus Bus	Town of Burkeville (Maint: 67)	0.30	1400 N	95%	0%	2%	1%	2%	0%	N	0.097	N	0.562	1400	Ν
(360)(460)	Town of Burkeville (Maint. 07)	0.50	1400 11	95 /0		2 /0	1 /0	2/0	0 70	11	0.031	14	0.302	1400	11
Bus Bus	Ta- From:	67-724	Harris Spring Ro	i											
360 (460)	Town of Burkeville (Maint: 67)	0.21	2700 G	95%	0%	2%	1%	2%	0%	F	0.099	F	0.575	2700	G
	To	(7.6	20 1 54		٦										
Bus Bus	From:		528 Agnew St												
(360)(460)	Town of Burkeville (Maint: 67)	0.44	2400 G		0%	2%	1%	2%	0%	F	0.102	F	0.545	2400	G
<del>\</del>	To:	US 460 I	East of Burkevil	le											
Bus Bus	From:		OF KEYSVILL												
360 } { 15 }	Charlotte County	2.93	1500 F	91%	1%	1%	1%	6%	0%	С	0.094	F	0.507	1500	F
<del></del>	To:	CI	L Keysville		7—										
Bus Bus	Town of Keysville (Maint: 19)	0.73	1500 N	91%	 1%	1%	1%	6%	0%	N	0.094	N	0.507	1500	N
360 (15)	Town of Reysville (Maint. 19)	0.73	1500 N	9170	170	1 70	1 70	070	0%	IN	0.094	IN	0.507	1300	IN
Bus Bus	To: From:		S SR 40												
360 (15) (40)	Town of Keysville (Maint: 19)	0.56	5700 F	91%	1%	1%	1%	6%	0%	F	0.087	F	0.519	5800	F
300 (19) (40)	T		N. CD. 40		_										
Bus Bus	From:		N SR 40												
360 } { 15 }	Town of Keysville (Maint: 19)	0.37	4100 F	91%	1%	1%	1%	6%	0%	F	0.089	F	0.501	4200	F
	To	CI	L Keysville		٦										
Bus Bus	Charlotta County	1.34	4100 N	040/	 1%	1%	1%	6%	00/	N	0.089	N	0.501	4200	N.I
(360) (15)	Charlotte County		OF KEYSVILI		7 170	170	170	0%	0%	IN	0.069	IN	0.501	4200	N
	From			Æ	+										
Nauth Main Ot			iverside Dr	000/		00/	00/	00/	00/	_	0.00	_	0.500	0400	_
360 293 North Main St	City of Danville	0.37	5600 F	98%	0%	2%	0%	0%	0%	F	0.09	F	0.568	6100	F
	To: From:		orsham St		]										
360 293 North Main St	City of Danville		13000 F	98%	0%	2%	0%	0%	0%	F	0.085	F	0.570	14000	F
	To:		orth Main St	· · · · · · · · · · · · · · · · · · ·											
Diahasand Dhad	From:		h Main Street	000/		40/	40/	00/	00/	_	0.004	_	0.500	0000	_
360 Richmond Blvd	City of Danville	1.36	6300 F	98%	0%	1%	1%	0%	0%	С	0.091	F	0.569	6900	F
	10.	EC	CL Danville												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		i iiiiai y ai	nd Intersta	alc i tol	1100			Tru	u olk			V		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	04.4-			OT!	QC	K	QK		AAWDT	QW
	From:					1	2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
			ECL Danville		000/	00/	40/	40/	00/	00/	_	0.000	_	0.570	0400	_
360)	Pittsylvania County	6.15	2100	F	98%	0%	1%	1%	0%	0%	F	0.092	F	0.573	2100	F
	To: From:		71-726			]										
360	Pittsylvania County	3.66	1200	F	98%	0%	1%	1%	0%	0%	F	0.100	F	0.603	1200	F
	Ta-		71-716			1										
360	Pittsylvania County	7.32	1100	F	98%	0%	1%	1%	0%	0%	F	0.098	F	0.537	1200	F
300)	To:		fax County I		0070	٦	. , 0	. , ,	• 70	0,0	·	0.000	•	0.00.	00	•
	From:		vania Count			1										
360	Halifax County	5.11	1100	G	94%	0%	3%	0%	2%	0%	С	0.093	F	0.515	1100	G
300)	Tech	r	11.500			7										
	From:	F 05	41-683		0.40/	-00/	00/	00/	00/	00/		0.004		0.045	0000	
360	Halifax County	5.65	2000	G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.615	2000	G
	To: From:		41-681			}										
360	Halifax County	2.57	5800	G	94%	0%	3%	0%	2%	0%	F	0.076	F	0.724	5800	G
	To:		41-654			1										
360	From: Halifax County	0.30	3400	N	96%	0%	2%	1%	2%	0%	N	0.083	N	0.608	3400	Ν
360	Hamax Gounty				3070	<b>-</b> 070	270	1 70	270	070	11	0.000	14	0.000	3400	11
	To: From:		WCL Halifax			J							_			
360	Town of Halifax (Maint: 41)	1.72	3400	G	96%	0%	2%	1%	2%	0%	С	0.083	F	0.608	3400	G
	To:		S US 501													
	Town of Holifox (Maint: 41)	0.78	US 501 S 10000	G	94%	」 1%	1%	10/	2%	0%	F	0.077	F	0.507	10000	0
360 (501)	Town of Halifax (Maint: 41)		US 501 N	G	94%	170 <b>7</b>	170	1%	270	0%	Г	0.077	Г	0.597	10000	G
	From:		N US 501 N			<del>-</del>										
200	Town of Halifax (Maint: 41)	0.26	4100	G	91%	0%	2%	1%	6%	0%	С	0.083	F	0.632	4200	G
360)	10W1 of Flamax (Maint 41)				3170	- 070	270	1 /0	070	0 70	O	0.000	'	0.002	4200	O
	To: From:		ECL Halifax			_										
360)	Halifax County	6.19	4100	N	91%	0%	2%	1%	6%	0%	N	0.083	Ν	0.632	4200	N
	To:		US 360													
North	From:		SR 381													
North 381	City of Bristol (Maint: 95)	1.14	8400	Α	95%	0%	1%	1%	3%	0%	С	0.109	Α		8800	Α
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	17000	Α	95%	0%	1%	1%	3%	0%	С	0.101	Α	0.588	17000	Α
	To:		I-81													
North	From:		I-381 N			_										
381) Ramp I-381 N to I-81 N	City of Bristol (Maint: 95)	0.25	8400	N	95%	0%	1%	1%	3%	0%	Ν	0.109	N		8800	N
	To:		I-81 N													
South	From:		SR 381													
381)	City of Bristol (Maint: 95)	1.06	8100	Α	95%	0%	1%	0%	3%	0%	С	0.104	Α		8500	Α
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route	17000	Α	95%	0%	1%	1%	3%	0%	С	NA			17000	Α
	To:		I-81		00,0	7	.,,	.,,	•,•	• / •	•					
South	From:		I-381 S													
381) Ramp I-381 S from I-81 S	City of Bristol (Maint: 95)	0.61	8100	N	95%	0%	1%	0%	3%	0%	Ν	0.104	Ν		8500	Ν
	To:		I-81 S			1										

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

	Primary ar	nu intersta	ate Rou	tes											
le min alice i	1	AADT	0.4	4T:==	Dive		Tru	ck		00	K	OK	Dir	A A)A/DT	0144
Jurisdiction	Length	AADI	ŲA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWD1	QW
From:					]										
ı Ave City of Bristol	0.23	19000	G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.534	21000	G
To: From:	:				}										
ı Ave City of Bristol	0.16	21000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.551	22000	G
To:					<u> </u>										
ı Ave City of Bristol	0.19	22000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.569	22000	G
To:					}										
City of Bristol				95%	0% T	1%	1%	3%	0%	F	0.087	F	0.55	23000	G
10:															
	Reve			070/	10/	10/	00/	10/	00/	_	0.105	_		26000	G
9 ,												Г			G
To:				91 /0	1 '%	1 /0	0 /6	1 /0	0 76	'	INA			173000	G
From:					i										
Arlington County	1.21	30000	G	97%	1%	1%	0%	1%	0%	F	0.105	F		38000	G
Combined Traffic Estimates for 4 Parallel Roadway	ys on this Route:	155000	G	97%	1%	1%	0%	1%	0%	F	NA			175000	G
To:	Distric	t of Columb	ia Line												
From:		I-95; I-495													
,			=							С	0.077	F			F
Combined Traffic Estimates for 3 Parallel Roadway	ys on this Route:	180000	F	96%	1%	1%	0%	2%	0%	F	NA			185000	F
To- From:	29	-648 Edsall	Rd		}										
Fairfax County	0.91	65000	F	97%	0%	1%	1%	1%	0%	F	NA			69000	F
Combined Traffic Estimates for 3 Parallel Roadway	ys on this Route:	166000	F	97%	1%	1%	1%	1%	0%	F	NA			174000	F
	Turkeycock	Reversible	Lane Ran	nps	<del> </del>										
Fairfax County	0.51	74000	Δ	97%	- 0%	1%	1%	1%	0%	С	0.079	Α		78000	Α
,															
To:					1	.,,	.,.	.,,	- , -						
From:				070/	]	40/	40/	40/	00/	_	0.070			70000	
,										_					A
Combined Traffic Estimates for 3 Parallel Roadway				97%	1%	1%	1%	1%	0%	C	0.080	А		196000	Α
To- From:	SF	R 236 Duke	St												
City of Alexandria (Maint: 29)		73000	G	97%	0%	1%	1%	1%	0%	F	0.075	F		76000	G
Combined Traffic Estimates for 3 Parallel Roadway	ys on this Route:	176000	G	97%	1%	1%	1%	1%	0%	F	0.069	F	0.592	191000	G
		Seminary Ro	i		}										
To:	]														
City of Alexandria (Maint: 29)			G	97%	0%	1%	1%	1%	0%	F	0.074	F		80000	G
City of Alexandria (Maint: 29) Combined Traffic Estimates for 3 Parallel Roadway	1.11	77000	G G	97% 97%	0% 1%	1% 1%	1% 1%	1% 1%	0% 0%	F F	0.074 NA	F		80000 194000	G G
1	Ave City of Bristol  Ave City of Bristol  Ave City of Bristol  City of Bristol  City of Bristol  City of Bristol  Arlington County  Combined Traffic Estimates for 4 Parallel Roadway  To:  Arlington County  Combined Traffic Estimates for 4 Parallel Roadway  From: Fairfax County  Combined Traffic Estimates for 3 Parallel Roadway  From: Fairfax County  Combined Traffic Estimates for 3 Parallel Roadway  Combined Traffic Estimates for 3 Parallel Roadway  Combined Traffic Estimates for 3 Parallel Roadway  Combined Traffic Estimates for 3 Parallel Roadway  Combined Traffic Estimates for 3 Parallel Roadway  City of Alexandria (Maint: 29)  Combined Traffic Estimates for 3 Parallel Roadway  City of Alexandria (Maint: 29)	Jurisdiction Length  Ave City of Bristol 0.23  Ave City of Bristol 0.16  Ave City of Bristol 0.16  Ave City of Bristol 0.19  City of Bristol 0.19  City of Bristol 0.63  To Reve Arlington County 1.21  Combined Traffic Estimates for 4 Parallel Roadways on this Route:  Food District 1.20  Arlington County 1.21  Combined Traffic Estimates for 4 Parallel Roadways on this Route:  Food District 1.20  From Prome Reve Arlington County 1.21  Combined Traffic Estimates for 4 Parallel Roadways on this Route:  Fairfax County 1.10  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Fairfax County 0.91  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Fairfax County 0.51  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  To We From Turkeycock  Fairfax County 0.51  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  To We From Fairfax  City of Alexandria (Maint: 29) 0.21  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Signature 1.20  Sign	Ave	Ave	Name	Ave	Ave   City of Bristol   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State St; Tennessee State Line   State State Line   State St; Tennessee State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State Line   State State State Line   State State State State Line   State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State State St	Ave	Ave	Ave	Ave	Ave	Ave	Aura   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Bristol   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 29)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)   City of Alexandria (Maint: 20)	Auroration   Length   AADT   QA   ATTIVE   Bus   Canada   Trail   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   Canada   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## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			ale Rul				Tru	ck			K		Dir	
Jurisdiction	Length	AADT	QA	4Tire	Bus	2ΔνΙΑ			2Trail	QC		QK	AAWD:	T Q\
From:	SR 7 King St	t Arlington	County I	ine	ī	27 Mic	0.700	TTTUII	ZIIGII		1 40101		i dotoi	
Arlington County					0%	1%	1%	1%	0%	F	0.087	F	72000	G
Ç ,										F		•		
To:					٦ ' ′′	1 /0	1 /0	1 /0	070	'	INA		17 3000	, .
From:		,												
City of Alexandria (Maint: 00)	0.26	70000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	72000	G
Combined Traffic Estimates for 3 Parallel Roadways	s on this Route:	163000	G	97%	1%	1%	1%	1%	0%	F	NA		176000	) (
To:					1									
From:	WO	CL Alexano	dria											
Arlington County	0.15	70000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	72000	
Combined Traffic Estimates for 3 Parallel Roadways	s on this Route:	163000	G	97%	1%	1%	1%	1%	0%	F	NA		176000	) (
To:	SR	120 Glebe	·Rd		1									
From:												_		
Arlington County	1.20	75000	G	97%		1%	1%	1%		F	0.097	F	78000	(
Combined Traffic Estimates for 3 Parallel Roadways	s on this Route:	185000	G	97%	1%	1%	1%	1%	0%	F	NA		198000	) (
To: From:	SR 27 W	ashington I	Boulevard	[	Ъ—									
Arlington County					 ∩0/₋	10/	10/	10/	0%	_	0.002	_	46000	(
g ,												Г		
Combined Traffic Estimates for 4 Parallel Roadways	3 on this Route:	155000	G	97%	1%	1%	0%	1%	0%	F	NA		175000	) (
To: From:	US 1 Je	fferson Da	vis Hwy		]									
Arlington County	0.55	75000	G	97%	0%	1%	1%	1%	0%	F	0.073	F	78000	(
Ç ,										F		•		
- F				31 /0	7	1 /0	1 /0	1 /0	070	'	INA		227000	,
To: From:	George V	Vashington	Parkway											
Arlington County	0.02	75000	N	97%	0%	1%	1%	1%	0%	Ν	0.073	Ν	78000	١
Combined Traffic Estimates for 4 Parallel Roadways	s on this Route:	205000	N	97%	1%	1%	1%	1%	0%	Ν	NA		227000	1 C
To:														
From:	IS 95	Reversible	Lanes											
Fairfax County		32000	F	97%	1%	1%	0%	1%	0%	F	0.094	F	34000	
•	s on this Route	180000	F	96%	1%		0%	2%	0%	F	NA		185000	) F
T				00,0	٠,,,	. , 0	0,0	_,,	0,0	•				
From:	Ramp to	395 at Tu	rkeycock											
Fairfax County	0.16	27000	Α	97%	1%	1%	0%	1%	0%	С	0.137	Α	36000	,
Combined Traffic Estimates for 3 Parallel Roadways	s on this Route:	180000	Α	97%	1%	1%	1%	1%	0%	С	NA		196000	) ,
To:	WO	CL Alexano	dria											
From:														
City of Alexandria (Maint: 29)	2.19	27000	Α	97%	1%	1%	0%	1%	0%	С	0.137	Α	36000	,
Combined Traffic Estimates for 3 Parallel Roadways	s on this Route:	180000	Α	97%	1%	1%	1%	1%	0%	С	0.080	Α	196000	) /
					7									
	S	Seminary R	.d											
Ja- From:				070/		007	00/	00/	00/		0.004	_	00000	
City of Alexandria (Maint: 29)  Combined Traffic Estimates for 3 Parallel Roadways	0.71	30000	G	97% 97%	2% 1%	0% 1%	0% 1%	0% 1%	0% 0%	С	0.094 NA	F	38000 194000	
	Arlington County Combined Traffic Estimates for 3 Parallel Roadways  City of Alexandria (Maint: 00) Combined Traffic Estimates for 3 Parallel Roadways  Arlington County Combined Traffic Estimates for 3 Parallel Roadways  Arlington County Combined Traffic Estimates for 3 Parallel Roadways  Arlington County Combined Traffic Estimates for 4 Parallel Roadways  Arlington County Combined Traffic Estimates for 4 Parallel Roadways  Arlington County Combined Traffic Estimates for 4 Parallel Roadways  From  Arlington County Combined Traffic Estimates for 4 Parallel Roadways  From  Fairfax County Combined Traffic Estimates for 3 Parallel Roadways  From  Fairfax County Combined Traffic Estimates for 3 Parallel Roadways  From  Fairfax County Combined Traffic Estimates for 3 Parallel Roadways  Fom  Fairfax County Combined Traffic Estimates for 3 Parallel Roadways  Fom  Fairfax County Combined Traffic Estimates for 3 Parallel Roadways  From  Fairfax County Combined Traffic Estimates for 3 Parallel Roadways	Arlington County  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  City of Alexandria (Maint: 00) 0.26  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  City of Alexandria (Maint: 00) 0.26  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Arlington County 0.15  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Arlington County 1.20  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Arlington County 1.42  Combined Traffic Estimates for 4 Parallel Roadways on this Route:  Arlington County 0.55  Combined Traffic Estimates for 4 Parallel Roadways on this Route:  Arlington County 0.55  Combined Traffic Estimates for 4 Parallel Roadways on this Route:  Arlington County 0.55  Combined Traffic Estimates for 4 Parallel Roadways on this Route:  From George V  Arlington County 0.22  Combined Traffic Estimates for 3 Parallel Roadways on this Route:  From Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Server Serv	Arlington County  Arlington County  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 162000  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 163000  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 163000  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 163000  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 163000  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 163000  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 185000  Combined Traffic Estimates for 3 Parallel Roadways on this Route: 185000  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington Coun	Arlington County	Arlington County	Arlington County	SR 7 King St, Arlington County Line   SR 7 King St, Arlington County Line   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own Prince   Own P	SR 7 King St, Arlington County Line   SR 7 King St, Arlington County Line   Arlington County Line   Arlington County Line   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 162000	Arrington County	SR 7 King St, Artington County Line   Sus   2Axle   3+Axle   Trail   2Trail	Second   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 163000   G   97%   1%   1%   1%   1%   0%   F   1%   1%   1%   1%   1%   1%   1%	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   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  0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087   F   0.087	Length   AADT   QA   4Tire   Bus   2Adle   3 + Adde   1 Trail   2 Trail   CT   CK   Factor   AAWU   AAWU   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 162000   G   97%   W.   1%   1%   1%   1%   0%   F   0.087   F   7.2000   T   7.0000    T   7.00000   T   7.00000   T   7.00000   T   7.00000   T   7.000000   T   7.000

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

		Primary an	iu interst	ale Rui	ites							14		·		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ck		QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Rev	From:	ECL Alexa														
(395)	Arlington County	0.77	30000	G	97%	2%	0%	0%	0%	0%	С	0.094	F		38000	G
	Combined Traffic Estimates for 3 Parallel Roadways			G	97%	1%	1%	1%	1%	0%	F	NA			175000	G
	To:		ane, WCL A													
Rev	From:	Quaker Lane	,			<b>」</b>	40/	201	407	201	_		_			_
395	City of Alexandria (Maint: 00)	0.26	30000	G	97%	1%	1%	0%	1%	0%	F	0.107	F		39000	G
	Combined Traffic Estimates for 3 Parallel Roadways			G	97%	1%	1%	1%	1%	0%	F	NA			176000	G
	To:		gton County													
Rev	From:		CL Alexand		0=0/	<b>」</b>	40/	201	407	201	_		_			_
395	Arlington County	2.13	30000	G	97%	1%	1%	0%	1%	0%	F	0.107	F		39000	G
	Combined Traffic Estimates for 3 Parallel Roadways			G	97%	1%	1%	1%	1%	0%	F	NA			176000	G
	To:	Reversible Lane Sp	plit North o	of Washin	gton Blvd											
South	From:	I-95, I-4	195 Captial	Beltway												
395)	Fairfax County	1.53	78000	F	97%	0%	1%	0%	1%	0%	С	0.08	F		79000	F
000)	Combined Traffic Estimates for 3 Parallel Roadways	on this Route	180000	F	96%	1%	1%	0%	2%	0%	F	NA			185000	F
	- T					٦	.,.	-,-	_,,		-					•
South	From:	29-	-648 Edsall	Rd												
395)	Fairfax County	0.69	68000	F	97%	1%	1%	1%	1%	0%	F	0.071	F		71000	F
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	166000	F	97%	1%	1%	1%	1%	0%	F	NA			174000	F
	T-F					7										
South	From:	Turkeycock	Reversible	Lane Rai	nps											
395)	Fairfax County	0.42	78000	Α	97%	1%	1%	1%	1%	0%	С	0.084	Α		82000	Α
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	180000	Α	97%	1%	1%	1%	1%	0%	С	NA			196000	Α
	To:		CL Alexand			1										
South	From:	Fairt	fax County	Line												
395)	City of Alexandria (Maint: 29)	0.71	78000	Α	97%	1%	1%	1%	1%	0%	С	0.084	Α		82000	Α
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	180000	Α	97%	1%	1%	1%	1%	0%	С	0.080	Α		196000	Α
	To:	CD	R 236 Duke	C+		7										
South	From:	SK	236 Duke	St												
(395)	City of Alexandria (Maint: 29)	1.44	76000	G	97%	1%	1%	1%	1%	0%	F	0.082	F		79000	G
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	176000	G	97%	1%	1%	1%	1%	0%	F	NA			191000	G
	To:	•	Seminary R	d		1										
South	From:															
395	City of Alexandria (Maint: 29)	0.75	72000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		75000	G
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	179000	G	97%	1%	1%	1%	1%	0%	F	NA			194000	G
	To:	SR 7 King St	t, Arlington	County 1	Line											
South	From:		g St, WCL A													
(395)	Arlington County	0.77	63000	G	97%	1%	1%	1%	1%	0%	F	0.082	F		65000	G
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	162000	G	97%	1%	1%	1%	1%	0%	F	NA			175000	G
·	To:	Quaker La	ane, WCL A	Alexandri	a											
South	From:	Quaker Lane	, ,													
(395)	City of Alexandria (Maint: 00)	0.26	63000	G	97%	1%	1%	1%	1%	0%	F	0.082	F		65000	G
	Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	163000	G	97%	1%	1%	1%	1%	0%	F	NA			176000	G
	To:	Arling	gton County	y Line		1										
	<u> </u>	`				-										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Trı	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QV
From:				070/	40/	40/	40/	40/	00/	_	0.000	_		05000	_
,										F		F			G
Combined Traffic Estimates for 3 Parallel Roadways				97%	1%	1%	1%	1%	0%	F	NA			176000	G
To- From:	SR	120 Glebe	Rd												
Arlington County	0.74	79000	G	97%	1%	1%	1%	1%	0%	F	0.084	F		82000	G
Combined Traffic Estimates for 3 Parallel Roadways	on this Route:	185000	G	97%	1%	1%	1%	1%	0%	F	NA			198000	G
Ta. From:	SR 27	Washington	ı Blvd		]										
Arlington County	1.56	53000	G	97%	1%	1%	1%	1%	0%	F	0.078	F		55000	G
										F	NA				C
To					1										
From: L	0.50			070/	40/	40/	40/	40/	00/	_	0.07	_		75000	,
g ,										-		F			
Combined Traffic Estimates for 4 Parallel Roadways				97%	1% <b>7</b>	1%	1%	1%	0%	F	NA			227000	C
From:				or CCI											
City of Alexandria	<u> </u>				」 1%	1%	0%	0%	0%	С	0 105	F	0 801	28000	F
T					٠,,,	.,,	0,0	• 70	• 70	Ū	000	•	0.00		•
City of Alexandria				99%	1%	1%	0%	0%	0%	F	0.077	F	0.652	32000	
ony or Alexandria	0.02		•	0070	7	170	070	070	0 70	•	0.077	•	0.002	02000	
City of Alexandria	n 30	_		00%	1%	1%	0%	0%	0%	F	U U83	F	0.656	37000	F
City of Alexandria			•	9970	1 /0	1 /0	0 70	070	0 70	'	0.002	•	0.050	37000	'
From:				070/	40/	40/	00/	00/	00/		0.004		0.044	25000	F
					1% <b>7</b>	170	U%	U%	0%	C	0.094	Г	0.044	35000	Г
From:				ai raikway	1										
City of Alexandria				97%	∟ 0%	1%	1%	0%	0%	F	0.074	F	0.566	52000	F
To-	0.02			01 70	7	170	170	070	070	•	0.07 1	•	0.000	02000	
City of Alexandria	0.43		F	07%	0%	1%	1%	0%	0%		0.073	F	0.607	35000	F
City of Alexandria				31 /0	7	1 /0	1 /0	070	0 70	C	0.073	•	0.037	33000	'
City of Alexandria				000/	00/	10/	Λ0/	00/	00/	C	0.000		0.760	24000	F
City of Alexandria				9970	7	1 70	076	070	076	C	0.000	Г	0.769	24000	Г
From:					1										
			_	99%	」 1%	1%	0%	0%	0%	F	0.086	F	0 652	21000	F
To-					٠,,٠	.,,	0,0	0,0	• 70	•	0.000	•	0.002		
City of Alexandria				99%	1%	1%	0%	0%	0%	C	n n82	F	0.576	23000	F
To:	0.90			33 /0	7	1 /0	0 70	070	0 70	C	0.002	•	0.570	23000	'
From:	SR 1/		lle Rd		1										
City of Norfolk			F	98%	<b>-</b> 0%	1%	0%	0%	0%	С	0.081	F	0.59	31000	-
T					- <i></i>					_					
City of Norfolk	1-264 Va l	37000	olk Expw <b>F</b>	98%	0%	1%	0%	0%	0%	F	0.077	F	0.515	40000	F
	Arlington County Combined Traffic Estimates for 3 Parallel Roadways  Arlington County Combined Traffic Estimates for 3 Parallel Roadways  Arlington County Combined Traffic Estimates for 4 Parallel Roadways  Arlington County Combined Traffic Estimates for 4 Parallel Roadways  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria  City of Alexandria	Arlington County 0.52 Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Arlington County 0.74 Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Arlington County 0.74 Combined Traffic Estimates for 3 Parallel Roadways on this Route:  Arlington County 1.56 Combined Traffic Estimates for 4 Parallel Roadways on this Route:  Arlington County 0.52 Combined Traffic Estimates for 4 Parallel Roadways on this Route:  Trom  Arlington County 0.52 Combined Traffic Estimates for 4 Parallel Roadways on this Route:  Trom  City of Alexandria 0.91  City of Alexandria 0.91  City of Alexandria 0.32  City of Alexandria 0.39  City of Alexandria 0.39  City of Alexandria 0.43  City of Alexandria 0.62  City of Alexandria 0.62  City of Alexandria 0.69  City of Alexandria 0.69  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96  City of Alexandria 0.96	Arlington County	Arlington County	NCL Alexandria	Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington Manistry  Arlington Memorial Parkway SCL  Arlington Alexandria  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington County  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Alexandria  Arlington County  Arlington County  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlington Memorial Parkway SCL  Arlingto	Durisdiction   Length   AAT   QA   4Tire   Bus   2Axle	Second   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 163000   G   97%   1%   1%   1%   1%   1%   1%   1%	Second   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 185000   G   97%   1%   1%   1%   1%   1%   1%   1%	Arlington County	Note   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April	Length   AADT   QA	Length   AADT   CA	Length AAD   QA   4Tire   Bus   2AAle   34-Aue   1Tiral   2Trail   CC   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR   Factor   CR	Section   Combined Traffic Estimates for 3 Parallel Roadways on this Route: 185000   G   97%   1%   1%   1%   1%   1%   0%   F   0.082   F   0.6500   176000   1   1   1   1   1   1   1   1   1

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

		Filliary and mil	iorotato i tot				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 168; Tid	dewater Dr		]	27 040	0 - 7 040	111011	211011		1 40101		1 40101		
404 Princess Anne Rd	City of Norfolk	0.53 <b>170</b>	000 F	99%	0%	0%	0%	0%	0%	F	0.109	F		19000	F
	To:	SR 166 P	Park Ave												
	From:	I-26													
(405) Ballentine Blvd	City of Norfolk	0.64 <b>250</b>		91%	1%	1%	4%	2%	0%	С	0.081	F	0.586	27000	F
	To:	US 58; 12	22-8573												
	From:	SR 337 Han	•	050/	]	00/	40/	00/	00/	_	0.004		0.500	00000	
106 International Blvd	City of Norfolk	1.33 <b>260</b>		95%	0%	0%	1%	3%	0%	С	0.094	Α	0.563	30000	Α
	Combined Traffic Estimates for 2 Parallel Roadways				_						NA			NA	
Letere et en el Divid	To: From:	Ruthve		050/		00/	40/	00/	00/		0.004		0.500	00000	
International Blvd	City of Norfolk (Maint: 64)	0.28 <b>260</b>		95%	0% 7	0%	1%	3%	0%	N	0.094	N	0.563	30000	N
	n 10.	I-56			1										
(407) Indian River Rd	City of Norfolk	SR 168 Cam 0.71 <b>220</b>		96%	J 0%	1%	1%	2%	0%	С	0.108	F	0.591	25000	F
407 Illulaii Rivei Ru	To:	WCL Che		90 /0	7	1 /0	1 /0	<b>Z</b> /0	0 /6	C	0.100	'	0.581	23000	'
	From:	ECL N	_												
(407) Indian River Rd	City of Chesapeake	0.71 <b>230</b>	000 G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.601	25000	G
	To	Oaklett	te Ave		1—										
(407) Indian River Rd	City of Chesapeake	0.90 300		98%	0%	1%	1%	1%	0%	С	0.094	F	0.546	33000	G
	To:	WCL Virgi	inia Beach												
	From:	US 4	460												
412) Prices Fork Rd	Town of Blacksburg	1.07 <b>250</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.574	27000	G
	To: From:	Toms Cr	reek Rd		}—										
412 Prices Fork Rd	Town of Blacksburg	0.28 <b>180</b>	000 G	98%	0%	1%	0%	1%	0%	С	0.079	F	0.505	19000	G
	To:	Mair	n St												
	From:	C1US													
(413)	City of Danville	0.10 <b>150</b>		98%	1%	1%	0%	1%	0%	F	0.097	F	0.507	16000	F
	To: From:	Cahill Court C Central													
(413) Memorial Dr	City of Danville	0.64 120		98%	」 1%	1%	0%	1%	0%	С	0.096	F	0.530	13000	F
413	Ter F				٠,,,	. , 0	0,0	.,0	• 70	Ū	0.000	•	0.000	.0000	•
(413) Memorial Dr	City of Danville	Popla 0.26 <b>99</b> 0		98%	1%	1%	0%	1%	0%	F	0.095	F	0.625	11000	F
413) Wellorial Bi	oity of Barryllic			30 /0	1 /∪ <b>⊣</b>	170	0 70	170	0 70		0.000	'	0.025	11000	į.
Momorial Dr	City of Danville	0.25 <b>770</b>		98%	10/	1%	0%	1%	0%	F	0.007	F	0.620	9400	F
413 Memorial Dr	City of Dariville	0.25 770 Mair		90%	1% <b>7</b>	1 70	U 70	1 70	U 70	г	0.097	Г	0.639	8400	Г
	From:	US 258 Mei			<del> </del>										
(415) Power Plant Pkwy	City of Hampton	0.72 <b>120</b>		96%	」 1%	1%	1%	1%	0%	F	0.086	F	0.546	12000	G
413	ony or manipuon				. /o	. 70	. 70	. 70	<b>3</b> / 0	•	0.000	•	0.0-10	000	9
Power Plant Plant	City of Homoton	Pine Cha 0.47 <b>170</b>		96%	10/	10/	10/	10/	0%		0.007	F	0 E16	19000	
Power Plant Pkwy	City of Hampton _{™o:} Γ	0.47 170 Briarfie		90%	1% <b>7</b>	1%	1%	1%	U%	С	0.087	Г	0.516	19000	G
		Dilatiic	cia ita		1										

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and Interstate Ro	utes											
Route	Jurisdiction	Length AADT QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	QW
	From			1	2Axle	3+Axle	1Trail	2Trail		Factor	Q. (	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> </u>
(415) Queen St	City of Hampton	Briarfield Rd 0.84 11000 G	95%	<b>」</b> 3%	2%	1%	0%	0%	С	0.084	F	0.519	12000	G
415) Queen St	City of Hampton		9570	7	2 /0	1 /0	070	0 70	C	0.004	'	0.515	12000	O
(415) Settlers Landing Rd	City of Hampton	Michigan Dr 0.56 <b>11000 G</b>	95%	3%	2%	1%	0%	0%	F	0.085	F	0.523	12000	G
415 Settlers Landing Rd	To:	SR 351 Pembroke Ave	93 /6	7	2 /0	1 /0	0 /0	0 /0	•	0.005	'	0.525	12000	G
	From:	US 220; Bus US 220 Franklin	Rd	Ì										
(419) Electric Rd	City of Roanoke (Maint: 80)	0.07 <b>43000</b> F	98%	0%	1%	0%	1%	0%	F	0.084	F	0.504	48000	F
	To:	Roanoke County Line		]										
Floatrio Pd	Poonaka County	WCL Roanoke 0.77 <b>43000 N</b>	98%	<b>」</b> ○%	1%	0%	1%	0%	N	0.084	N	0.504	48000	N
(419) Electric Rd	Roanoke County		90%	0%	1 70	0%	170	070	IN	0.004	IN	0.504	40000	IN
Clastria Dd	To- From:	80-904 Starkey Rd	98%		40/	0%	40/	0%		0.000		0.504	20000	F
419 Electric Rd	Roanoke County	1.44 <b>29000 F</b>	98%	0%	1%	0%	1%	0%	С	0.096	В	0.504	30000	F
Clastria Dd	From:	US 221 Brambleton Ave	000/		40/	00/	40/	00/	F	0.004		0.505	27000	F
419 Electric Rd	Roanoke County	3.16 <b>34000 F</b>	98%	0%	1%	0%	1%	0%	г	0.094	F	0.565	37000	F
	To- From:	SCL Salem	000/		40/	00/	40/	00/		0.000		0.500	00000	
419 Electric Rd	City of Salem	0.69 <b>30000 F</b>	98%	0%	1%	0%	1%	0%	F	0.093	F	0.508	33000	F
	To- From:	US 11 Apperson Dr	222/	]	40/		407	201						
419 Electric Rd	City of Salem	0.58 <b>25000 F</b>	98%	0%	1%	0%	1%	0%	F	0.141	F	0.554	27000	F
	To- From:	Roanoke Boulevard		]										
419 Electric Rd	City of Salem	0.89 <b>18000 F</b>	96%	0%	1%	1%	2%	0%	С	0.090	F	0.632	20000	F
ALT ALT	To- From:	ALT US 460 Texas St												
419)(460)(11) Electric Rd	City of Salem	0.53 <b>20000 F</b>	96%	0%	1%	1%	2%	0%	F	0.086	F	0.585	22000	F
	Tay	US 460 East Main St		1										
419 Electric Rd	City of Salem	0.88 <b>16000 F</b>	95%	0%	1%	1%	3%	0%	F	0.094	F	0.579	17000	F
	To-	NCL Salem		1										
419 Electric Rd	Roanoke County	0.96 <b>14000 B</b>	95%	0%	1%	1%	3%	0%	С	0.111	Α	0.575	15000	В
	To:	I-81		1										
(419) Electric Rd	Roanoke County	0.57 <b>10000 F</b>	95%	0%	1%	1%	3%	0%	F	0.102	F	0.714	11000	F
	To-	SR 311 Catawba Valley Dr												
	From:	I-395 Shirley Hwy, 100-670	6											
(420) Seminary Rd	City of Alexandria	1.72 <b>15000 F</b>	98%	1%	1%	0%	0%	0%	С	0.097	F	0.619	16000	F
	To- From:	SR 402 Quaker Lane		]—										
420 Janneys La	City of Alexandria	1.03 <b>6800 F</b>	98%	1%	1%	0%	0%	0%	F	0.118	F	0.689	7500	F
	To:	SR 7												
~~~	From:	Kentucky State Line		J										_
(421)	Lee County	4.55 1600 G	93%	0%	2%	1%	3%	0%	F	0.08	F	0.546	1700	G
	Ta- From:	SR 352]—										
(421)	Lee County	2.18 5200 G	93%	0%	2%	1%	3%	0%	С	0.084	F	0.554	5300	G
	To:	NCL Pennington Gap												

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	former all all and	1	AADT		4T:	D		Tru	ıck		- 00	K	01/	Dir	AAMADT	- 0144
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(421)	Town of Pennington Gap (Maint: 52)	0.77	Pennington 5200	n Gap N	93%	0%	2%	1%	3%	0%	N	0.084	N	0.554	5300	N
ALT	To From:	F	ALT US 58 V	W]——										
(421) (58)	Town of Pennington Gap (Maint: 52)	0.40	15000	G	93%	1%	3%	1%	2%	0%	F	0.08	F	0.511	15000	G
~~~	To- From:		ALT US 58 I			<u> </u>							_			
421	Town of Pennington Gap (Maint: 52)	0.18	6200	G	92%	1%	3%	3%	2%	0%	F	0.09	F	0.548	6300	G
(421)	Lee County	2.64	Pennington 6200	Gap <b>N</b>	92%	1%	3%	3%	2%	0%	N	0.09	N	0.548	6300	N
	To		52-642			1—										
421	Lee County	2.39	3900	G	92%	1%	3%	3%	2%	0%	С	0.088	F	0.507	3900	G
	Lee County	6.00	US 58 <b>4300</b>	G	88%	] <del></del> 1%	4%	3%	5%	0%	С	0.094	F	0.587	4300	G
(421) (58)	Te-		ott County L		0070	7	470	370	370	070	C	0.094	Г	0.567	4300	G
$\sim$	From:		ee County Li		000/	40/	40/	00/	<b>5</b> 0/	00/	_	0.004	_	0.550	4400	
(421) (58)	Scott County	4.55	4000	F	88%	1% ¬	4%	3%	5%	0%	F	0.081	F	0.550	4100	F
(421) (58)	Town of Duffield (Maint: 84)	0.20	CL Duffield 4000	N N	88%	1%	4%	3%	5%	0%	N	0.081	N	0.550	4100	N
<del></del>	Ta- From:		US 23, US 5			]										
(421)     (23)     (58)	Scott County	4.67	14000	F	92%	0%	1%	1%	6%	0%	F	0.081	F	0.53	14000	F
(421)(23)(58)	Scott County	3.56	SR 65 <b>14000</b>	F	92%	0%	1%	1%	6%	0%	F	NA			14000	F
421) 23) 30)	To		84-870			···	.,,	.,,			-					
(421)(23)(58)	Scott County	5.93	13000	F	92%	0%	1%	1%	6%	0%	F	0.084	F	0.524	13000	F
	To- From:		Bus West													
(421) (23) (58)	Scott County	1.76	12000	N	92%	0%	1%	1%	6%	0%	N	0.1	N	0.817	12000	N
(421)(23)(58)	Town of Gate City (Maint: 84)	0.36	ICL Gate Cit 12000	ty N	92%	0%	1%	1%	6%	0%	N	0.1	N	0.817	12000	N
421) (23) (36)	То-		SCL Gate Cit			···	.,,	.,,								
(421) (23) (58)	Scott County	0.45	12000	N	92%	0%	1%	1%	6%	0%	Ν	0.1	Ν	0.817	12000	N
<del>~~~~</del>	To- From:		ICL Gate Ci	-	222/	]	40/	40/	201	201						
[421] [23] [58]	Town of Gate City (Maint: 84)	0.16	12000	В	92%	0%	1%	1%	6%	0%	С	0.1	Α	0.817	12000	В
(421) (23) (58)	Town of Gate City (Maint: 84)	Bus US 0.61	23 East of C 28000	Gate City  N	92%	0%	1%	1%	6%	0%	N	0.087	N	0.534	28000	N
	To- From:	5	CL Gate Cit	ty		]										
(421)     (23)     (58)	Scott County	0.35	28000	F	92%	0%	1%	1%	6%	0%	F	0.087	F	0.534	28000	F
	Town of Michael City (Maint: 24)	0.30	US 23, US 5	8 <b>F</b>	98%	] <del></del> 1%	10/	0%	1%	0%		0.004	F	O E1E	12000	F
(421) (58)	Town of Weber City (Maint: 84)		11000 L Weber Ci		90%	170 <b>7</b>	1%	U%	170	U%	г	0.084	г	0.515	12000	Г

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

Route	Jurisdiction	1														
	Julisalction	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	С	L Weber Cit	tv		ī	Zi vic	0.700	TTTUII	ZIIGII		1 dotoi		1 dotoi		
( <del>421</del> )( <del>58</del> )	Scott County	0.08	11000	N	98%	1%	1%	0%	1%	0%	Ν	0.084	Ν	0.515	12000	N
(421) (36)	To:	0.00	SR 224	- ''	0070	٦ ' ′ ۲	170	070	170	0 70	.,	0.004		0.010	12000	.,
	From:		84-701 W													
(421) (58)	Scott County	4.25	3000	F	98%	1%	1%	0%	1%	0%	С	0.093	F	0.622	3300	F
(421) (36)		0		•		٠,,٠	. , 0	0,0	.,,	0,0		0.000	•	0.022	0000	•
~~~	To- From:		84-709			J										
(421)(58)	Scott County	3.27	880	F	98%	1%	1%	0%	1%	0%	F	0.101	F	0.513	900	F
	Tar		84-696			1										
(421)(58)	Scott County	9.35	470	F	93%	1%	2%	0%	3%	0%	С	0.125	F	0.677	480	F
421 (30)	To:	Washi	ngton Count	v Line		7										
	From:		ott County L													
(421) (58)	Washington County	2.65	1200	G	93%	1%	2%	0%	3%	0%	F	0.097	F	0.596	1200	G
421 (30)						_										
~~~	To- From:		95-700													
{421}{58}	Washington County	2.47	5000	G	93%	1%	2%	0%	3%	0%	F	0.087	F	0.628	5100	G
	To:		95-623													
~~~	From:		WCL Bristol			_										
(421) 58 Gate City Hwy	City of Bristol (Maint: 95)	0.50	5100	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.635	5500	G
\bigcirc	To-		US 58; I-81			1										
(424)	City of Bristol (Maint: 95)	0.21	7100	G	92%	0%	2%	1%	4%	0%	С	0.079	F	0.614	7500	G
(421)	only of Briotor (Mariti 00)	0.21			0270	- 070	_,0	170	170	070	Ū	0.070	•	0.011	7000	Ŭ
	To: From:		Island Rd													
<u>421</u>	City of Bristol	0.80	8300	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.566	8900	G
<u>~</u>	Tax		W US 11			1										
(421) (11) Euclid Ave	City of Bristol	0.75	15000	G	98%	0%	0%	0%	1%	0%	С	0.085	F	0.525	16000	G
421 (11) Eddid / We	Only of Briston	0.70	10000		0070	- 070	070	070	170	0 / 0	•	0.000	•	0.020	10000	O
~~~ ~~	To- From:		Vance St													
(421) (11) Euclid Ave	City of Bristol	0.19	18000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.562	19000	G
$\bigcirc$	To:	Roh	Morrison B	Rlvd		<b></b>										
421 11 Euclid Ave	City of Bristol	0.18	20000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.601	21000	G
421 (11) Euclid Ave	City of Briston	0.10	20000		30 /0	_ 070	1 /0	0 /0	070	0 70	'	0.003	'	0.001	21000	O
~~~~	To- From:		E RT 11			<u> </u>										
(421)(381)(19) Commonwealth Ave	City of Bristol	0.19	22000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.569	22000	G
	To-	CD 12	3 Par Sycam	oro St		1										
(421 (381) (19) Commonwealth Ave	City of Bristol	0.16	21000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.551	22000	G
421 381 19 Commonwealth Ave	City of Bristor	0.10	21000	G	95%	0%	1 70	1 70	3%	070	F	0.007	Г	0.551	22000	G
	To- From:	SR 113	3 Cumberlar	nd Ave]										
(421)(381) (19) Commonwealth Ave	City of Bristol	0.16	19000	G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.534	21000	G
	To:		SR 381			1										
Truck Truck	From:	SR 381	Commonwea	alth Ave										•		
421 11 19 State St	City of Bristol (Maint: 95)	0.21	10000	G	92%	0%	2%	1%	4%	0%	F	0.088	F	0.547	11000	G
	To	102.2	305 Piedmor	nt Arra												
Truck Truck	From:	102-3	ous Pleamor	ıı Ave												
421 11 19 State St	City of Bristol (Maint: 95)	0.34	9800	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.537	10000	G
) 421 () 11 () 19 (State St																

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ai	TIG TITLOTOLO	210 1 100				Tru	ck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Truck	US 11 Rand	dall St												
State St	City of Bristol (Maint: 95)	0.28	12000	G	92%	0%	2%	1%	4%	0%	F	0.082	F	0.514	13000	G
~	To:	Goodson S	t; Tennessee	State L	ine											
Bus Bus Bus	From:	US 23	South of Ga	te City												
421 23 58	Town of Gate City (Maint: 84)	0.23	18000	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.546	20000	F
Bus Bus Bus	To: From:		84-836													
421 (23) (58)	Town of Gate City (Maint: 84)	0.47	11000	F	98%	0%	1%	0%	0%	0%	С	0.085	F	0.559	12000	ı
Bus Bus Bus	To: From:		SR 71													
121 (23) (58)	Town of Gate City (Maint: 84)	0.12	8000	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.62	8800	
$\rightarrow \bigcirc \bigcirc$	_ To:		84-665			7										
Bus Bus Bus	Town of Cata City (Mainty 04)	0.15		F	98%	- 0%	40/	0%	0%	00/	F	0.085	F	0.505	0000	
[21] [23] [58]	Town of Gate City (Maint: 84)	0.15	6100	Г	96%	U% _	1%	0%	U%	0%	Г	0.065	Г	0.595	6600	
Bus Bus Bus	To: From:		84-763			<u> </u>										_
21 (23) (58)	Town of Gate City (Maint: 84)	0.84	3900	F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.585	4300	
	To:		84-762			7										
Bus Bus Bus	From:	0.00			070/	40/	40/	40/	40/	00/	_	0.000	_	0.000	0500	
21 23 58	Town of Gate City (Maint: 84)	0.80	3200	F	97%	1%	1%	1%	1%	0%	С	0.098	F	0.602	3500	
Bus Bus Bus	To: From:	(CL Gate City	y		}—										_
121 (23) (58)	Scott County	0.04	3200	N	97%	1%	1%	1%	1%	0%	Ν	0.098	Ν	0.602	3500	
	To:	I	Bus US 23 W	V												
	From:	SR 57 BUS	US 220 Me	morial E	Blvd											
157)	City of Martinsville	0.59	6600	F	98%	0%	0%	0%	1%	0%	F	0.095	F	0.536	7300	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	12000	F	99%	0%	0%	0%	1%	0%	F	NA			13000	
	Ta		Fayette St			1										
Market St	City of Martinsville	0.20	13000	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.556	14000	
	To:	Com	nmonwealth l	Blvd												
	From:		Market St		2001		201	201	407	00/	_		_		10000	
Commonwealth Blvd	City of Martinsville	0.56	16000	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.53	18000	
	To: From:		Northside Di			<u> </u>										
Commonwealth Blvd	City of Martinsville	0.36	21000	F	98%	0%	0%	0%	1%	0%	С	0.09	F	0.522	23000	
	Combined Traffic Estimates for Parallel Roadways o	n this Route:	NA									0.09	F		NA	
	To: From:		Fairy St]——										
. ₅₇)Commonwealth Blvd	City of Martinsville	0.48	6900	F	98%	0%	0%	0%	1%	0%	F	NA			7500	
	Combined Traffic Estimates for Parallel Roadways o					_						NA			NA	
	To:		Chatham Rd			<u> </u>										
Chatham Rd	City of Martinsville	0.99	11111111111111111111111111111111111111	Blvd F	98%	」 1%	1%	1%	0%	0%	С	0.096	F	0.609	4700	
Chatham Rd	City Or Martinsville				30 ⁻⁷⁰	1 70	1 70	1 70	U 70	U 70	C	0.090	Г	0.009	4700	
$\overline{}$	To- From:		CL Martinsvi			<u> </u>	45.	461	os:	•					0===	
157 <i>)</i>	Henry County	2.62	3600	F	98%	0%	1%	1%	0%	0%	С	0.093	F	0.601	3700	
	To:		SR 57													

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

								Tru	rck			K		Dir		
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
457	City of Martinsville Combined Traffic Estimates for 2 Parallel Roadway	0.61	0 Memoria 5000 12000	l Blvd F F	100% 99%	0% 0%	0% 0%	0% 0%	0% 1%	0% 0%	C F	0.085 NA	F	0.561	5500 13000	F F
	To:	SR	457 Market	t St		1										
457 Fairy St	City of Martinsville Combined Traffic Estimates for Parallel Roadway	0.29	8700 NA	alth Blvo F	98%	1%	1%	0%	1%	0%	С	0.092 NA	F	0.581	9600 NA	F
	To:	Bus	JS 58 Chur	ch St												
460	Buchanan County	2.61	3500	Line G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.516	3600	G
(460)	Ta- From: Buchanan County	2.09	13-645 4900	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.514	5100	G
<u>(460)</u>	Ta- From: Buchanan County	2.36	13-700 5400	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.533	5600	G
<u>460</u>	Ta- From: Buchanan County	2.59	13-609 7100	G	96%	0%	1%	1%	2%	0%	F	0.083	F	0.610	7500	G
460	Buchanan County	1.56	13-656 8000	G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.547	8400	G
460	Town of Grundy (Maint: 13)	1.62	VCL Grund 8000	у N	96%	0%	1%	1%	2%	0%	N	0.086	N	0.547	8400	N
(460) (83)	Town of Grundy (Maint: 13)	1.96	13-1006 13000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.515	14000	G
460 83	From: Buchanan County	1.99	SCL Grundy 13000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.534	14000	G
(460)	To From: Buchanan County	SR 83 3.59	South Inters 9100	G G	96%	0%	1%	1%	2%	0%	F	0.083	F	0.501	9500	G
(460)	Buchanan County	5.25	13-638 9600	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.55	10000	G
(460)	To-From: Buchanan County	2.21	13-1101 8900	G	96%	0%	1%	1%	2%	0%	F	0.084	F	0.562	9300	G
<u>460</u>	From: Buchanan County	6.30	13-680 8200 well County	G	96%	0%	1%	1%	2%	0%	F	0.079	F	0.599	8500	G
(460)	Tazewell County		anan County 8700		96%	0%	1%	1%	2%	0%	F	0.075	F	0.568	9100	G
(460)	Tazewell County	2.06	92-804 10000	G	96%	0%	1%	1%	2%	0%	F	0.079	F	0.501	11000	G
(460) (67)	Tazewell County	0.56	SR 67	G	96%	0%	1%	1%	2%	0%	F	0.078	F	0.526	13000	G
	Ta	W	CL Richlan	ds												

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

			****		4.77	_		Tru	ıck			K	01/	Dir	A A14/D.T.	- 0144
Route	Jurisdiction	- 3-	AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From: Town of Richlands (Maint: 92)	0.82	CL Richland 12000	ds N	96%		1%	1%	2%	0%	N	0.078	N	0.526	13000	N
(460) (67)	Town of McHarles (Walle, 92)	0.02	BUS US 460		90 /0	∪ /0 ¬	1 /0	1 /0	2/0	0 /0	IN	0.076	IN	0.320	13000	IN
460	From: Town of Richlands (Maint: 92)	1.32	18000	G	96%	0%	1%	1%	2%	0%	F	0.075	F	0.512	19000	G
	Tac		SR 67			1										
460	Town of Richlands (Maint: 92)	0.38	16000	Α	96%	0%	1%	1%	2%	0%	С	0.223	Α	0.561	16000	Α
~	Ta: From:	I	CL Richland	ds		}—										
460	Tazewell County	0.87	16000	N	96%	0%	1%	1%	2%	0%	Ν	0.223	N	0.561	16000	Ν
	To: From:	W	CL Cedar Bl			}—										
460	Town of Cedar Bluff (Maint: 92)	1.62	20000	G	96%	0%	1%	1%	2%	0%	F	0.076	F	0.519	21000	G
~~~	To: From:		BUS US 460			}										
<del>460</del> <del>460</del>	Town of Cedar Bluff (Maint: 92)	0.09	19000	G	96%	0%	1%	1%	2%	0%	F	0.081	F	0.520	20000	G
( )	Tazewell County	1.16	CL Cedar Blu 19000	uff N	96%	0%	1%	1%	2%	0%	N	0.081	N	0.520	20000	N
460	razewai County				90 /0	7	1 /0	1 /0	2/0	0 /0	IN	0.001	IN	0.520	20000	IN
460 (19)	Tazewell County	5.73	West Inters	G	93%	0%	2%	1%	3%	0%	F	0.077	F	0.533	14000	G
460 (19)	To:	0.70	92-639		0070	7	270	170	070	070	·	0.011		0.000	11000	
(460) (19)	From·L Tazewell County	5.13	13000	G	93%	0%	2%	1%	3%	0%	F	0.079	F	0.516	13000	G
	Tec	US	19, Bus US	460		1										
460 (19)	Tazewell County	1.72	12000	G	93%	0%	2%	1%	3%	0%	F	0.078	F	0.535	12000	G
<b>~</b>	Tax From:	7	VCL Tazewe	ell		1										
460 (19)	Town of Tazewell (Maint: 92)	1.43	12000	N	93%	0%	2%	1%	3%	0%	Ν	0.078	Ν	0.535	12000	Ν
<del>\</del>	To: From:		SR 61			]—										
(460)(19)	Town of Tazewell (Maint: 92)	0.82	8900	G	93%	0%	2%	1%	3%	0%	F	0.078	F	0.575	9300	G
<del>*</del> *	To: From:		ECL Tazewe			]										
460 (19)	Tazewell County	1.93	8900	N	93%	0%	2%	1%	3%	0%	N	0.078	N	0.575	9300	N
~~~	To- From:		Bus US 460		222/	]	201	40/	001	201			_		10000	
460 (19)	Tazewell County	5.75	12000	G	93%	0%	2%	1%	3%	0%	F	0.081	F	0.598	12000	G
~~~	To From:	4.00	92-680		000/		00/	40/	00/	00/		0.000		0.505	45000	
460 (19)	Tazewell County	4.86	14000	Α	93%	0%	2%	1%	3%	0%	С	0.099	Α	0.525	15000	Α
	Tazewell County	0.10	92-720 W <b>15000</b>	G	93%	0%	2%	1%	3%	0%	F	0.082	F	0.512	15000	G
460 (19)	r azewen County				3J 70	U% T	∠ 70	1 70	J/0	U 70	Г	0.002	ľ	0.012	13000	G
(460)	Tazewell County	US 1 1.91	9 East Interse 13000	ection <b>G</b>	96%	0%	1%	1%	2%	0%	F	0.079	F	0.652	14000	G
460	Tazovon County				0070	¬	1 /0	1 /0				3.070		3.002	14000	
460	Town of Bluefield (Maint: 92)	1.45	VCL Bluefiel 13000	G	92%	1%	1%	1%	5%	0%	С	0.091	F	0.551	13000	G
400)	To:	1.70	92-720		02,0	٦ . ٪	.,,	1 /0	0,0	0,0	J	3.001	•	3.001	10000	Ŭ

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K	211	Dir		
Route	Jurisdiction	Length AAD		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(460)	Town of Bluefield (Maint: 92)	92-72 1.67 <b>150</b> 0		96%	」 0%	1%	1%	2%	0%	F	0.087	F	0.514	16000	G
460	To	F-86			···	.,,-				-		-			
460	Town of Bluefield (Maint: 92)	0.09 1900		94%	0%	1%	0%	4%	0%	С	0.088	F	0.530	19000	G
	Ta- From:	West Virginia			]—										
460	Town of Glen Lyn (Maint: 35)	0.81 <b>940</b> 92- 13		89%	0% 7	1%	1%	7%	1%	F	0.079	F	0.529	9800	G
	From:	92-13	)8												
460	Town of Glen Lyn (Maint: 35)	0.59 <b>940</b>	) G	89%	0%	1%	1%	7%	1%	F	0.079	F	0.526	9800	G
	To- From:	WCL Gle		222/	]	40/	40/	-0/	40/						
460	Giles County	1.24 <b>940</b>		89%	0%	1%	1%	7%	1%	N	0.079	N	0.526	9800	N
460	Town of Rich Creek (Maint: 35)	WCL Rich 0.65 <b>940</b>		89%	0%	1%	1%	7%	1%	N	0.079	N	0.526	9800	N
	Tac	US 219 Ric			1										
460	Town of Rich Creek (Maint: 35)	0.73 <b>710</b>		89%	0%	1%	1%	7%	1%	F	0.076	F	0.606	7500	G
	Ta: From:	35-71			}—										
460	Town of Rich Creek (Maint: 35)	0.18 <b>110</b> 0		89%	0%	1%	1%	7%	1%	N	0.082	N	0.672	11000	N
	Giles County	ECL Rich 2.01 <b>1100</b>		89%	0%	1%	1%	7%	1%	N	0.082	N	0.672	11000	N
460	Glies County	NCL Na		0970	7	1 /0	1 70	7 70	1 70	IN	0.002	14	0.072	11000	
460	From: Town of Narrows (Maint: 35)	0.76 <b>1100</b>		89%	0%	1%	1%	7%	1%	F	0.082	F	0.672	11000	G
	Tac	SR 61 Flesl	ıman St		1										
460	Town of Narrows (Maint: 35)	0.26 <b>1400</b>		89%	0%	1%	1%	7%	1%	F	0.084	F	0.655	14000	G
	Tax From:	0.44 Mile West I			}—										
460	Town of Narrows (Maint: 35)	0.34 <b>130</b> 0	0 G	89%	0%	1%	1%	7%	1%	F	0.084	F	0.661	13000	G
	To: From:	ECL Na		000/		40/	40/	70/	40/		0.007	_	0.004	4.4000	
460	Giles County	4.33 1300		89%	0%	1%	1%	7%	1%	F	0.087	F	0.624	14000	G
460	Town of Pearisburg (Maint: 35)	WCL Pear 0.12 <b>860</b>		89%	0%	1%	1%	7%	1%	F	0.081	F	0.596	9000	G
	та-	ECL Pear			1										
460	Giles County	5.01 <b>120</b> 0		89%	0%	1%	1%	7%	1%	F	0.088	F	0.551	13000	G
	To. From:	WCL Pen	broke		]—										
460	Town of Pembroke (Maint: 35)	0.86 <b>130</b> 0	0 G	89%	0%	1%	1%	7%	1%	F	0.087	F	0.555	14000	G
	To- From:	35-62		000/	]	40/	40/	70/	40/		0.007		0.004	40000	
460	Town of Pembroke (Maint: 35)	0.73 1200		89%	0%	1%	1%	7%	1%	F	0.087	F	0.601	13000	G
460	Giles County	ECL Pem 1.27 <b>1100</b>		89%	0%	1%	1%	7%	1%	F	0.087	F	0.609	12000	G
(400)	Ta-	35-61		5570	7	1 /0	. 70	. 70	1 /0	•	0.007	•	0.000	.2000	9

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

		Pilinary ar						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		35-613			]										
460)	Giles County	2.82	9900	Α	89%	0%	1%	1%	7%	1%	С	0.105	Α	0.643	10000	Α
~~~ <u> </u>	From:	0.05	35-730	_	200/		40/	40/	70/	40/		0.000		0.074	11000	
460 (42)	Giles County	2.35	11000	G	89%	0%	1%	1%	7%	1%	F	0.088	F	0.674	11000	G
(460)(42)	Giles County	1.66	35-700 <b>10000</b>	G	89%	0%	1%	1%	7%	1%	F	0.089	F	0.678	11000	G
460 (42)	To:		SR 42			7	.,,	.,,	. , ,	.,,	•	0.000	•	0.0.0		
460	From: Giles County	1.16	11000	G	89%	0%	1%	1%	7%	1%	F	0.090	F	0.756	12000	G
400)	To:		omery Cour			1	.,.	.,,	. , .	.,,	-		-			
~~	From:		es County I			]										
460	Montgomery County	3.46	12000	G	89%	0%	1%	1%	7%	1%	F	0.089	F	0.677	12000	G
	Town of Blacksburg (Maint: 60)	3.70	L Blacksbi 11000	urg <b>G</b>	89%	0%	1%	1%	7%	1%	F	0.086	F	0.657	12000	G
460	Town of Blacksburg (Wallit. 00)				0070	7	1 70	1 /0	7 70	1 /0	'	0.000	'	0.007	12000	O
460	Town of Blacksburg (Maint: 60)	3.43	2 Prices Fo 12000	ork Rd <b>G</b>	91%	0%	3%	0%	5%	1%	С	0.098	F	0.697	13000	G
460)	Town of Blacksburg (Maint: 60)					7	070	070	070	170	Ü	0.000	•	0.007	10000	Ŭ
160	Montgomery County	2.02	460; SCL E <b>NA</b>	Blacksbur	g							NA			NA	
460)	To:					7										
460	Montgomery County	0.95	SR 114									NA			NA	
400)	To:		BUS US 46	0												
460	From: Montgomery County	2.57	NA	0								NA			NA	
.55)	To	IIS 1	1, BUS US	S 460		1										
460 (11) Roanoke St	Town of Christiansburg (Maint: 60)	0.91	17000	G	93%	0%	2%	1%	3%	0%	С	0.083	F	0.567	18000	G
	Too	0.20 Mile	North I-81	l at Rami	n	1										
460 (11) Roanoke St	Town of Christiansburg (Maint: 60)	0.29	8500	N	93%	0%	2%	1%	3%	0%	Ν	0.091	Ν	0.507	9000	Ν
	Toc	Tower	Rd, Hamp	ton Rd		1—										
460 (11) Roanoke St	Town of Christiansburg	2.01	8500	G	93%	0%	2%	1%	3%	0%	F	0.091	F	0.507	9000	G
~~ ·	To	ECL	Christians	burg		1										
460 (11)	Montgomery County	5.11	8000	G	95%	0%	2%	1%	1%	0%	F	0.089	F	0.528	8100	G
<b>~ ~</b>	To: From:		60-753			]—										
460) (11)	Montgomery County	3.21	8100	G	95%	0%	2%	1%	1%	0%	F	0.091	F	0.639	8200	G
~ ~	To- From:		60-631			]										
460 \ (11 )	Montgomery County	2.43	8500	G	95%	0%	2%	1%	1%	0%	С	0.095	F	0.677	8600	G
~~~	To: From:		oke County  9 West Riv			+										
460 (11) West Main St	Roanoke County	1.26	10000	F	95%	J 0%	2%	1%	1%	0%	F	0.1	F	0.531	11000	F
11) 11 331 11311 31	To:		7 Dow Holl			7	_,,	. , ,	.,.	• / •	•	•	•	5.551		•
~~ ~~	From-	Montgo	omery Cour	nty Line												
460 (11) West Main St	Roanoke County	0.60	10000	N	95%	0%	2%	1%	1%	0%	Ν	0.1	Ν	0.531	11000	Ν
~ ~	To:	80-63	9 West Riv	er Rd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	•	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:		7 Dow Holl		050/		00/	40/	40/	00/	_	0.004	_	0.500	11000	_
(460) (11) West Main St	Roanoke County	2.93	10000	F	95%	0%	2%	1%	1%	0%	F	0.091	F	0.539	11000	F
460 (11) West Main St	Roanoke County	0.39	80-643 <b>15000</b>	F	95%	0%	2%	1%	1%	0%	F	0.092	F	0.554	16000	F
(460) (11) West Main St	Roanoke County	0.39		Г	90%		<b>2</b> 70	1 70	170	070	Г	0.092	F	0.554	10000	Г
460 11 West Main St	Roanoke County	0.64	80-642 <b>19000</b>	F	95%	0%	2%	1%	1%	0%	F	0.093	F	0.526	20000	F
400) (11)	To		WCL Salen			¬		.,,			-					
(460) (11) West Main St	From: <b>∟</b> City of Salem	1.12	24000	F	95%	0%	2%	1%	1%	0%	F	0.084	F	0.530	27000	F
	To-		SR 112			7										
(460) (11) West Main St	City of Salem	1.31	24000	F	91%	1%	3%	3%	2%	0%	С	0.084	F	0.530	28000	F
	To-	ALT	ΓUS 460, 4	th St		1										
(460) (11) West Main St	City of Salem	0.60	15000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.544	18000	F
<del></del>	To- From:		Academy S	t												
(460) (11) West Main St	City of Salem	0.35	14000	F	92%	0%	1%	5%	1%	0%	С	0.082	F	0.516	15000	F
~~~	To- From:		11 College													
460 Main St	City of Salem	0.11	12000	F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.534	14000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		nompson M			J							_			
460 E Main St	City of Salem	0.29	12000	F	95%	1%	1%	1%	2%	0%	F	0.089	F	0.534	14000	F
~~~	To- From:		chburg Turr	_		J							_			
460 E Main St	City of Salem	0.93	13000	F	95%	1%	1%	1%	2%	0%	F	0.093	F	0.507	14000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		essler Mill		050/		40/	40/	00/	00/		0.000	_	0.500	10000	
(460) E Main St	City of Salem	0.24	15000	F	95%	1% —	1%	1%	2%	0%	F	0.090	F	0.563	16000	F
ALT	To- From:	SR	419 Electri	c Rd												
(460) (11) E Main St	City of Salem	0.44	16000	F	95%	1%	1%	1%	2%	0%	F	0.086	F	0.502	18000	F
ALT	From-		VCL Roanol ECL Salem													
460 11 Melrose Ave	City of Roanoke	0.65	18000	F	98%	0%	0%	1%	0%	0%	С	0.084	F	0.522	19000	F
$\bigcirc$	Tax	SR 11	7 Peters Cr	eek Rd		<b>—</b>										
ALT Melrose Ave	City of Roanoke	1.75	12000	F	95%	<b>⊣</b> 1%	1%	1%	2%	0%	F	0.086	F	0.508	13000	F
(460) (11) Melrose Ave	Ta:	1.70			3370	7	1 /0	1 /0	270	0 70	•	0.000	'	0.000	10000	'
ALT	From:		24th St													
460 11 116 Melrose Ave	City of Roanoke	0.41	12000	F	95%	1%	1%	1%	2%	0%	F	0.077	F	0.503	13000	F
ALT	To: From:	Sa	alem Turnpi	ike		$\vdash$										
(460) (11) (116) Orange Ave	City of Roanoke	1.00	14000	F	95%	1%	1%	1%	2%	0%	F	0.076	F	0.511	15000	F
ALT	To- From:	10th	St, Gainsbo	ro Rd												
(460) (11) (116) Orange Ave	City of Roanoke	0.90	17000	В	95%	1%	1%	1%	2%	0%	С	0.094	Α	0.513	18000	В
	To:	I-581, U	S 220, ALT			1										

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

		Pilitary ar	ia iritorott	10 1 100	1100			Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT ALT	From:	I-581, U	S 220, ALT	SR 220		1	27 Olic	0.700	TTTGII	211011		1 40101		1 40101		
(460) (11) (116) (220) Orange Ave	City of Roanoke	0.24	45000	F	95%	1%	1%	1%	2%	0%	F	0.074	F	0.518	50000	F
$\bigcirc$	Tax	US 1	1 Williamso	n Rd		1										
ALT Orango Ava	City of Roanoke		43000	F	97%	0%	1%	0%	1%	0%	С	0.079	F	0.542	47000	F
(460)(221)(220) Orange Ave	City of Roalloke	0.49			9170	070	1 70	0%	170	076	C	0.079	Г	0.542	47000	Г
ALT	To: From:	SR	115 Hollins	Rd												
(460)(221)(220) Orange Ave	City of Roanoke	1.14	41000	F	93%	0%	1%	1%	5%	0%	F	0.079	F	0.559	43000	F
<u> </u>	To: From:		24th St			<del></del>										
ALT (460) (221) (220) Orange Ave	City of Roanoke	1.37	31000	F	93%	0%	1%	1%	5%	0%	F	0.073	F	0.518	33000	F
460 221 220 Orange Ave	only of redundre					7	170	170	070	0 70	•	0.070	•	0.010	00000	•
ALT ALT	From:	128	8-8055 King	St												
(460)(221)(220) Orange Ave	City of Roanoke	0.18	38000	F	93%	0%	1%	1%	5%	0%	F	0.076	F	0.513	40000	F
ALT	To- From:		oke County CL Roanok			1										
(460) (221) (220) Challenger Ave	Roanoke County	1.63	33000	Α	93%	J 0%	1%	1%	5%	0%	С	0.093	Α	0.575	35000	Α
400 (221) (220) 3131113	To		220 Clover			7	.,.	.,,	-,-	-,-	_					
(460)(221) Challenger Ave	From: Roanoke County	0.34	33000	F	93%	0%	1%	1%	5%	0%	F	0.084	F	0.575	34000	F
400 (221) Strainstigs: 7110	To:		ourt County		0070	7	170	170	070	070	•	0.001	•	0.070	01000	
~~~	From:		oke County													
(460)(221)	Botetourt County	2.55	29000	G	93%	0%	1%	1%	5%	0%	F	0.082	F	0.573	31000	G
	Ta: From:		Ridge Park	way]										
(460)(221)	Botetourt County	2.94	21000	Α	87%	1%	1%	2%	9%	0%	С	0.098	Α	0.569	22000	Α
<u> </u>	To: From:		ord County ourt County			1										
(460)(221)	Bedford County	4.18	17000	G	87%	」 1%	1%	2%	9%	0%	F	0.079	F	0.575	18000	G
400 (221)	To:		11-695		0.70	٠,,,	.,,	_,,	0,0	• 70	•	0.0.0	•	0.0.0	.0000	
(460)(221)	Bedford County	7.69	15000	G	87%	1%	1%	2%	9%	0%	F	0.077	F	0.505	16000	G
460 (221)	Bedford Searrity	7.00			01 70	7	170	270	070	0 70	•	0.011	•	0.000	10000	Ü
(100)(001)	Bedford County	2.75	09-831 17000	G	87%	1%	1%	2%	9%	0%	F	0.077	F	0.538	18000	G
(460)(221)	Dedicite County				07 70	1 <i>7</i> 0	170	270	370	0 70	•	0.011	'	0.550	10000	O
	City of Bedford (Maint: 09)	0.67	VCL Bedfor 21000	G G	87%	1%	1%	2%	9%	0%	F	0.077	F	0.603	21000	G
(460)(221)	City of Bedford (Maint: 09)	0.07			07 70	1 /0	1 /0	270	370	0 70	'	0.077	'	0.003	21000	O
	City of Bedford (Maint: 09)	0.10	US 221 14000		070/	1%	10/	2%	9%	0%	F	0.001	F	0.505	14000	G
460	City of Bedford (Maint. 09)	0.18		G	87%	170	1%	270	9%	0%	Г	0.081	Г	0.585	14000	G
	From:		CL Bedford		070/	40/	40/	00/	00/	00/	_	0.070	_	0.550	45000	
460	Bedford County	0.24	15000	G	87%	1%	1%	2%	9%	0%	F	0.076	F	0.553	15000	G
	To- From:		VCL Bedfor		070/	101	407	001	001	001		0.070		0.557	45000	
460	City of Bedford (Maint: 09)	0.90	15000	G	87%	1%	1%	2%	9%	0%	F	0.078	F	0.557	15000	G
	To: From:		ECL Bedford]										
460	Bedford County	0.06	15000	G	87%	1%	1%	2%	9%	0%	F	0.078	F	0.553	16000	G
	10:		SR 122			1										

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(460)(122)	Bedford County	0.50	SR 122 18000	G	87%	」 1%	1%	2%	9%	0%	F	0.078	F	0.535	19000	G
400 122	To To		CL Bedford				.,,		0,0	0,0	•	0.0.0	•	0.000		
(460)(122)	City of Bedford (Maint: 09)	0.94	18000	G	87%	1%	1%	2%	9%	0%	F	0.078	F	0.535	19000	G
\Leftrightarrow	To: From:	SR 122, U	JS 221, Bus	SUS 460		}—										
460	City of Bedford (Maint: 09)	0.28	19000	G	87%	1%	1%	2%	9%	0%	F	0.076	F	0.533	20000	G
	To- From:		CL Bedford			}										
460	Bedford County	4.40	14000	G	87%	1%	1%	2%	9%	0%	F	0.079	F	0.545	15000	G
	Bedford County	7.88	09-803 16000	G	87%	1%	1%	2%	9%	0%	F	0.075	F	0.533	16000	G
460	Bedford County		bell County		07 /0	٦ ' <i>'</i> ''	1 /0	2/0	970	0 /6	'	0.075	'	0.555	10000	G
	From:		ord County l													
460	Campbell County	1.37	20000	G	87%	1%	1%	2%	9%	0%	F	0.089	F	0.626	21000	G
	To: From:	I	Bus US 460]—										
460	Campbell County	3.91	23000	G	87%	1%	1%	2%	9%	0%	F	0.083	F	0.578	23000	G
	To: From:		678 Airport			}										
460	Campbell County	1.01	35000	G	87%	1%	1%	2%	9%	0%	F	0.091	F	0.696	36000	G
	Complete County	0.38	US 29 28000		93%	0%	1%	1%	4%	0%	F	0.005	F	0.627	20000	
460	Campbell County			G	93%	U%	1 70	1 70	470	076	Г	0.095	Г	0.637	29000	G
$\overline{\sim}$	City of Lynchhause (Maint 47)		CL Lynchbur		020/		40/	40/	40/	00/	F	0.005	F	0.007	20000	
460	City of Lynchburg (Maint: 15)	1.13	28000	G	93%	0%	1%	1%	4%	0%	Г	0.095	г	0.637	29000	G
<u>460</u>	City of Lynchburg (Maint: 15)	0.44	ler Mountain 23000	n Rd G	93%	0%	1%	1%	4%	0%	F	0.099	F	0.626	24000	G
(460)	city of Lynchburg (Maint: 10)	0.77			3370	7	170	170	770	070	'	0.000	'	0.020	24000	J
(460)(501)	City of Lynchburg (Maint: 15)	2.36	US 501 25000	Α	93%	0%	1%	1%	4%	0%	С	0.106	Α	0.52	26000	Α
(400)(501)	To				0070	7	170	170	170	070	Ū	0.100		0.02	20000	,,
(460) Richmond Hwy	City of Lynchburg (Maint: 15)	1.46	1 Campbell 23000	N N	93%	0%	1%	1%	4%	0%	N	0.099	N	0.626	24000	N
400)	To:		8 Concord T				.,.		.,,							
(460) Richmond Hwy	From: City of Lynchburg (Maint: 15)	1.12	25000	G	93%	0%	1%	1%	4%	0%	F	0.087	F	0.532	26000	G
,	To	E(CL Lynchbu			1										
(460) Richmond Hwy	From: Campbell County	1.56	24000	G	93%	0%	1%	1%	4%	0%	F	0.088	F	0.514	25000	G
	Та		15-726			1—										
Richmond Hwy	Campbell County	2.82	18000	G	93%	0%	1%	1%	4%	0%	F	0.082	F	0.632	19000	G
<u></u>	_ To:		15-1017			1										
(460) Richmond Hwy	Campbell County	1.28	18000	N	93%	0%	1%	1%	4%	0%	Ν	0.086	Ν	0.659	19000	Ν
	To- Fram:		15-656]—										
(460) Lynchburg Hwy	Campbell County	1.51	18000	G	93%	0%	1%	1%	4%	0%	F	0.086	F	0.659	19000	G
	То		SR 24													

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	Campbell County	SR 24 0.11 15000	N	93%	0%	1%	1%	4%	0%	N	0.082	N	0.581	16000	N
460 24	To:	Appomattox Cou		93%	7	1 70	170	470	070	IN	0.062	IN	0.561	10000	IN
~~~	From:	Campbell Cour	nty Line												
(460) (24)	Appomattox County	3.28 <b>15000</b>	G	93%	0%	1%	1%	4%	0%	F	0.082	F	0.581	16000	G
~~	To: From:	06-689		222/	]	40/	40/	407	201			_		10000	
460 24	Appomattox County	3.80 <b>15000</b>		93%	0%	1%	1%	4%	0%	F	0.079	F	0.574	16000	G
(400) (a)	Town of Appomattox (Maint: 06)	WCL Apport		93%	0%	1%	1%	4%	0%	N	0.079	N	0.574	16000	N
(460) (24)	Town of Appointation (Maint: 00)			3370	7	1 70	1 /0	770	0 70	11	0.075	11	0.574	10000	11
460 24	Town of Appomattox (Maint: 06)	0.72 <b>11000</b>		93%	0%	1%	1%	4%	0%	F	0.073	F	0.522	12000	G
400 (24)	To	SR 24, SR			<b></b>										
460	Town of Appomattox (Maint: 06)	1.87 <b>9100</b>	G	93%	0%	1%	1%	4%	0%	F	0.071	F	0.568	9600	G
	To. From	Bus US 40	60												
460	Town of Appomattox (Maint: 06)	0.26 <b>11000</b>	G	86%	1%	1%	1%	11%	0%	F	0.075	F	0.503	11000	G
	To- From:	ECL Appom			]—										
460	Appomattox County	0.27 <b>11000</b>	N	86%	1%	1%	1%	11%	0%	Ν	0.075	N	0.503	11000	Ν
	To- From:	06-707			]							_			
(460) (460) (460)	Appomattox County	2.88 <b>11000</b>	G	86%	1% _	1%	1%	11%	0%	F	0.074	F	0.5	11000	G
<u></u>	To- From:	06-630		000/	40/	40/	40/	440/	00/	F	0.075	F	0.500	0000	
460	Appomattox County	5.28 <b>8300</b>	G	86%	1%	1%	1%	11%	0%	Г	0.075	Г	0.529	8200	G
(460)	Appomattox County	06-601 0.99 <b>7200</b>	G	86%	1%	1%	1%	11%	0%	F	0.078	F	0.5	7200	G
(400)	To:	Prince Edward Co			٦ ' '	1 /0	170	1170	070	•	0.070	•	0.0	7200	Ü
~~~	From:	Appomattox Cou	_		]										
<u>460</u>	Prince Edward County	1.07 6300	G	86%	1% -	1%	1%	11%	0%	F	0.074	F	0.544	6200	G
	Prince Edward County	BUS US 4 5.83 6800	.60 G	86%	1%	1%	1%	11%	0%	F	0.076	F	0.59	6700	G
460	Fillice Edward County			00%	170	1 70	170	1170	070	Г	0.076	Г	0.59	6700	G
(460) (460)	Prince Edward County	73-626 5.58 8700	G	86%	1%	1%	1%	11%	0%	F	0.076	F	0.613	8600	G
(460)	Triffice Edward County			0070	7	1 70	1 /0	1170	0 70	•	0.070	•	0.010	0000	J
(460) (15)	Prince Edward County	US 15 West of F 4.56 8600	F	86%	1%	2%	1%	10%	1%	С	0.103	В	0.536	8400	F
400 (13)	To	US 15 South of I			1										
460	Prince Edward County	2.75 8600	G	86%	1%	1%	1%	11%	0%	F	0.069	F	0.52	8500	G
	The	BUS US 460 East of	of Farmvil	lle	—										
460	Prince Edward County	4.28 12000		86%	1%	1%	1%	11%	0%	F	0.075	F	0.556	12000	G
	To: France	SR 307 Ri	ce]——										
(460)	Prince Edward County	4.44 6800	G	86%	1%	1%	1%	11%	0%	F	0.086	F	0.5	6700	G
	To:	Nottoway Cour	nty Line												

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		Edward Cour	-	000/	40/	40/	40/	440/	00/	_	0.000	_	0.504	7400	0
<u> 460</u>	Nottoway County	3.05	7200	G	86%	1%	1%	1%	11%	0%	F	0.082	F	0.524	7100	G
	To- From:	0.40	US 360		700/	40/	40/	20/	470/	40/		0.000	_	0.547	11000	
(460)(360)	Nottoway County	0.19	11000	G	79%	1%	1%	2%	17%	1%	С	0.083	F	0.547	11000	G
	Town of Purkeyille (Maint: 67)		L Burkevill		79%	1%	1%	2%	17%	1%	NI	0.083	NI	0.547	11000	N
(460)(360)	Town of Burkeville (Maint: 67)	1.06	11000	N	79%	170	170	2%	17 70	170	N	0.063	N	0.547	11000	IN
~~~	To:		Bus US 460		000/	40/	40/	00/	400/	40/	F	NIA			45000	
(460)(360)	Town of Burkeville (Maint: 67)	0.08	16000	G	82%	1%	1%	2%	13%	1%	F	NA			15000	G
~~~~	Tac From:		L Burkevill		2221	<u> </u>	101	201	400/	101					1=000	
(460)(360)	Nottoway County	0.35	<b>16000</b> Bus US 360	N	82%	1% 1	1%	2%	13%	1%	N	NA			15000	N
	From:		US 360 Bus													
460	Nottoway County	0.19	9300	G	86%	1%	1%	1%	11%	0%	F	0.081	F	0.555	9200	G
	Tax		67-723			<b></b>										
460	Nottoway County	1.29	9700	G	86%	1%	1%	1%	11%	0%	F	0.086	F	0.529	9600	G
	Tax		WCL Crewe	,		1										
460	Town of Crewe (Maint: 67)	0.76	9700	N	86%	1%	1%	1%	11%	0%	Ν	0.086	Ν	0.529	9600	Ν
400	To		W SR 49													
460 49	Town of Crewe (Maint: 67)	1.80	11000	G	86%	1%	1%	1%	11%	0%	F	0.092	F	0.514	11000	G
(400) (49)	To		E SR 49			1										
(160)	From: Town of Crewe (Maint: 67)	0.70	10000	G	86%	1%	1%	1%	11%	0%	F	0.085	F	0.572	10000	G
460	To-					1	.,,	. , 0	,0	0,0	•	0.000	•	0.0.2		
(160)	Nottoway County	1.35	ECL Crewe 10000	N	86%	1%	1%	1%	11%	0%	N	0.085	N	0.572	10000	N
460	rectional Goality	1.00			0070	1	170	170	1170	070	.,	0.000	.,	0.072	10000	.,
(;;;)	Nottoway County	0.66	67-1006 <b>9500</b>	G	86%	1%	1%	1%	11%	0%	F	0.083	F	0.575	9400	G
460	Notioway County	0.00			00 /0	1 /0	1 /0	1 /0	1170	0 70	'	0.003	'	0.575	3400	O
	Notte very County	F 00	67-607 <b>5800</b>	G	86%	1%	1%	1%	11%	0%	F	0.004	F	0.574	5800	G
460	Nottoway County	5.99		<u> </u>	00%	170	170	170	1170	0%	Г	0.081	Г	0.571	5600	G
	To: From:	0.00	67-606		000/	40/	40/	40/	440/	00/		0.005	_	0.545	4700	
460	Nottoway County	2.23	4700	G	86%	1%	1%	1%	11%	0%	F	0.085	F	0.545	4700	G
	To- From:		67-609		/	<del> </del>					_		_			
460	Nottoway County	3.71	7900	G	86%	1% 1	1%	1%	11%	0%	F	0.084	F	0.501	7900	G
	From:		iddie County way County													
460	Dinwiddie County	6.80	5300	G	86%	1%	1%	1%	11%	0%	F	0.076	F	0.52	5200	G
			26-625													
460	From: L	2.99	6200	G	86%	1%	1%	1%	11%	0%	F	NA			6200	G
400	To.	2.00				1	. 70	. 70	, 0	- 70	•				5200	J
(;;;)	Dinwiddio County	2.32	26-602 <b>6700</b>	^	86%	1%	1%	1%	11%	0%	С	0.102	٨	0.549	6600	Α
460	Dinwiddie County	2.32	26-611	Α	00%	1 70 ]	170	1 70	1170	U70	C	0.102	Α	0.549	0000	А
-	10.		20-011			1										

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

		Pilitary ar						Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		26-611			]										
(460)	Dinwiddie County	3.29	6700	G	86%	1%	1%	1%	11%	0%	F	0.076	F	0.581	6600	G
460 New Cox Rd	To-From: Dinwiddie County	2.36	26-627 7400	G	86%	1%	1%	1%	11%	0%	F	0.076	F	0.608	7400	G
(460) New Oox No	Diriwidale Gourty		3 Tranquilit		0070	7	1 70	1 70	1170	070		0.070	'	0.000	7400	
(460) Cox Rd	Dinwiddie County	2.12	9300	G	86%	1%	1%	1%	11%	0%	F	0.079	F	0.649	9200	G
~	To- From:	26-6	31 Claiborn			}										
460 Cox Rd	Dinwiddie County	0.25	11000	G	86%	1%	1%	1%	11%	0%	F	0.083	F	0.647	11000	G
~	To: From:		6-743 Hart I			}—										
Cox Road	Dinwiddie County	2.00	12000	G	86%	1%	1%	1%	11%	0%	F	0.084	F	0.655	12000	G
~~~	To- From:		6-632 Olger		2221	]	40/	40/	440/	201					4=000	
(460) Cox Rd	Dinwiddie County	0.61	16000	G	86%	1%	1%	1%	11%	0%	F	0.081	F	0.526	15000	G
Cov Pd	Ta From: Dinwiddie County	E 26-6 0.18	532 Buttewo	ood Rd <b>G</b>	86%	1%	1%	1%	11%	0%	F	0.080	F	0.533	16000	G
(460) Cox Rd	Diriwidale County				00 /0	7	1 /0	1 /0	11 /0	0 70	'	0.000	'	0.555	10000	G
460 Airport St	Prom:	SI 1.21	R 226 Cox I 17000	Rd <b>G</b>	86%	1%	1%	1%	11%	0%	F	0.075	F	0.568	17000	G
460 Airport of	To:		5; Bus US 4		0070	٦ ' ٪	1 70	1 /0	1170	070	•	0.075		0.500	17000	J
~~~	From:		I 85 N													
460 85	Dinwiddie County	1.48	40000	_								s for this	_		20000	0
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route.		G	81%	1%	1%	1%	15%	1%	F	0.075	Г	0.614	36000	G
460 (85)	Dinwiddie County	1.18	US 1		9	See I-8	5 for dire	ectional t	raffic vo	lume est	timate	s for this	sean	nent		
(400) (65)	Combined Traffic Estimates for 2 Parallel Roadways of		51000	G	81%	1%	1%	1%	15%	1%	F	0.076	F	0.602	45000	G
	To		CL Petersbu			1										
460 (85)	City of Petersburg (Maint: 26)	1.01				See I-8	5 for dire	ectional t	raffic vo	lume est	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	51000	G	81%	1%	1%	1%	15%	1%	F	0.076	F	0.602	45000	G
~~~	To: From:		irrel Level I	Road		]										
(460) (85)	City of Petersburg (Maint: 26)	2.57										s for this	segn	nent.		
<b>\( \)</b>	Combined Traffic Estimates for 2 Parallel Roadways o	on this Route:	60000 I-85 S	G	81%	1%	1%	1%	15%	1%	F	NA			54000	G
	From:	Maintenan	ce Jurisdict	ion Chan	ge											
(460) County Dr	City of Petersburg	2.64	10000	Α	86%	1%	2%	1%	10%	0%	С	0.097	Α	0.624	11000	Α
<del>~</del>	To: From:		06 Courthou			]										
(460) County Dr	City of Petersburg	0.34	12000	G	86%	1%	2%	1%	10%	0%	F	0.082	F	0.572	13000	G
	From:		CL Petersbuiddie Count	_												
(460 County Dr	Prince George County	0.40	12000	G	86%	1%	2%	1%	10%	0%	F	0.082	F	0.572	13000	G
<u> </u>	To: From:		I-295			]——										
(460) County Dr	Prince George County	0.74	15000	N	79%	1%	2%	1%	17%	0%	Ν	0.076	Ν	0.515	14000	Ν
~	To:		74-629													

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deute	li min di ali ali	l amenth	AADT	- A	4T:	D		Tru	ıck		- 00	K	OK	Dir	A A)A/DT	014/
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(460) County Dr	Prince George County	3.07	74-629 <b>15000</b>	G	79%	1%	2%	1%	17%	0%	F	0.076	F	0.515	14000	G
County Dr	Drings Coorse County	SR 156 6.20	Prince Geo	orge Dr <b>G</b>	79%	1%	2%	1%	17%	0%	F	0.070	F	0.602	15000	G
County Dr	Prince George County		sex County I		79%	1%	2%	1%	17%	0%	г	0.078	г	0.602	15000	G
~~~	From:	Prince (	George Cour	nty Line												
460	Sussex County	6.24	12000	G	79%	1%	2%	1%	17%	0%	F	0.074	F	0.594	11000	G
	To. From:		/CL Waverl	_	=00/]	001	40/	4=0/	201						
460	Town of Waverly (Maint: 91)	0.66	12000	N	79%	1%	2%	1%	17%	0%	N	0.074	N	0.594	11000	N
	To- From:	0.70	SR 40		700/	10/	00/	40/	470/	00/		0.400		0.500		
460	Town of Waverly (Maint: 91)	0.72	9500	N	79%	1%	2%	1%	17%	0%	N	0.123	N	0.503	9000	N
~	To- From:		CL Waverly 9500	у N	79%	40/	20/	40/	470/	0%	N.	0.400	N.	0.502	0000	
460	Sussex County	6.28			79%	1%	2%	1%	17%	0%	N	0.123	N	0.503	9000	N
	Town of Wakefield (Maint: 91)	1.06	CL Wakefie 9500	eld N	79%	1%	2%	1%	17%	0%	N	0.123	N	0.503	9000	N
460	Town or Wakereld (Maint. 91)				1970	1 /0 7	Z /0	1 /0	17 /0	0 /0	IN	0.123	IN	0.505	9000	IN
(400)	Sussex County	1.80	CL Wakefiel 9500	ld A	79%	1%	2%	1%	17%	0%	С	0.123	Α	0.503	9000	Α
460	To:		mpton Coun		7070	1	270	170	17 70	070	Ü	0.120	,,	0.000	0000	, ,
~~~	From:		sex County I			]										
460	Southampton County	3.72	10000	F	79%	1%	2%	1%	17%	0%	F	0.075	F	0.538	9700	F
	To: From:		WCL Ivor			<del>]</del>										
460	Town of Ivor (Maint: 87)	0.65	10000	N	79%	1%	2%	1%	17%	0%	N	0.075	N	0.538	9700	N
	Towns of hear (Maint OZ)	0.04	87-616	_	700/	10/	00/	40/	470/	00/		0.074		0.500	0500	
460	Town of Ivor (Maint: 87)	0.64	10000	F	79%	1%	2%	1%	17%	0%	F	0.074	F	0.533	9500	F
	Southampton County	3.59	10000	N	79%	1%	2%	1%	17%	0%	N	0.074	N	0.533	9500	N
460	Southampton County Te:		Wight Coun		1970	7	<b>2</b> 70	1 70	17 70	070	IN	0.074	IN	0.555	9500	IN
~~~	From:	Southar	mpton Coun	ty Line		]										
460	Isle of Wight County	6.10	10000	G	79%	1%	2%	1%	17%	0%	F	0.072	F	0.509	9400	G
	To. From:		/CL Windso]										
460	Town of Windsor (Maint: 46)	0.07	10000	G	79%	1%	2%	1%	17%	0%	F	0.072	F	0.509	9400	G
	To- From:		US 258]										
460	Town of Windsor (Maint: 46)	0.45	14000	G	79%	1%	2%	1%	17%	0%	F	0.080	F	0.566	13000	G
	To Promi	0.74	46-610		700/	10/	00/	40/	470/	00/		0.00		0.500	40000	
460	Town of Windsor (Maint: 46)	0.74	14000	N	79%	1%	2%	1%	17%	0%	N	0.08	N	0.582	13000	N
	Inlo of Wight County		CL Windso		700/	10/	20/	10/	170/	00/		0.00	F	0.500	12000	
460	Isle of Wight County	2.59	14000 VCL Suffolk	G	79%	1% 7	2%	1%	17%	0%	F	0.08	F	0.582	13000	G
	From:		Wight Coun			1										
(460) Pruden Blvd	City of Suffolk (Maint: 61)	5.09	14000	G	79%	1%	2%	1%	17%	0%	F	0.079	F	0.591	13000	G
	To:	US 58, BUS	US 460; Su	ıffolk By	pass											

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

		Pililary a	na microi	ate rec	1100			Tru	alı			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010			2Trail	QC	K	QK	Dir	AAWDT	QW
	From:	IIC 50 DII	IS US 460, 1	Durdon Di	vd	1	ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
(460) (58) (13) Suffolk Bypass	City of Suffolk (Maint: 61)	0.93	40000	G	91%	J 0%	1%	1%	6%	0%	F	0.078	F	0.645	40000	G
(400) (38) (13) Surrout Dypass	Table				0170	٦	170	170	070	070	•	0.070	•	0.010	10000	Ū
460 58 13 Suffolk Bypass	City of Suffolk (Maint: 61)	1.87	SR 32 Gody 47000	G G	91%	0%	1%	1%	6%	0%	F	0.080	F	0.546	48000	G
460 58 13 Suffolk Bypass	City of Surfoik (Maint. 01)				9170	7 0 70	1 /0	1 /0	0 /0	0 /6	'	0.000	'	0.540	40000	G
Cuffelly Dunger	To: From:		-642 Wilroy		040/		40/	40/	C 0/	00/	F	0.004		0.574	20000	
460 58 13 Suffolk Bypass	City of Suffolk (Maint: 61)	2.30	38000	G	91%	0%	1%	1%	6%	0%	Г	0.081	F	0.574	38000	G
~~~	To: From:	Bus US 13,				_										
(460)(58)(13) Military Hwy	City of Suffolk (Maint: 61)	3.24	54000	G	91%	0%	1%	1%	6%	0%	F	0.087	F	0.593	55000	G
<del>*</del> * * *	To: From:		CL Chesape ECL Suffol													
(460) (58) (13)	L City of Chesapeake (Maint: 64)	2.41	63000	A	91%	<b>-</b> 1 0%	1%	1%	6%	0%	С	0.096	Α	0.577	65000	Α
(460) (58) (13)	The strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the strip of the s				0170	7	170	170	070	070	Ü	0.000	, ,	0.077	00000	, ,
	City of Changage (Maint: 64)	0.64	I-664 <b>63000</b>	N	91%	0%	1%	1%	6%	0%	N	0.096	N	0.577	65000	N
(460) (58) (13)	City of Chesapeake (Maint: 64)				9170	070	1 70	1 70	070	076	IN	0.090	IN	0.577	03000	IN
~~~	To: From:		JS 58; SR 1		0.407				407				_			
(460) (13) (191)	City of Chesapeake	0.18	6700	G	91%	1%	2%	2%	4%	0%	F	0.092	F	0.58	7200	G
~~~~	To: From:		91, S Milita			}—										
460 \ (13 \)	City of Chesapeake	0.45	6700	N	91%	1%	2%	2%	4%	0%	Ν	0.092	Ν	0.58	7200	Ν
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	6700	N								NA			NA	
	To- From:	S	Military H	wy		_										
(460) (13) Military Hwy	City of Chesapeake	2.44	7500	G	91%	1%	2%	2%	4%	0%	С	0.123	F	0.557	8100	G
$\bigcirc$	Ta		I-64			1										
460 13 Military Hwy	City of Chesapeake	1.37	16000	G	97%	0%	1%	1%	0%	0%	F	0.121	F	0.606	18000	G
(+66) (-6)	To:		eorge Washi			1										
460 13 Military Hwy	From: L City of Chesapeake	1.01	17000	ngton Hw <b>G</b>	97%	0%	1%	1%	0%	0%	F	0.115	F	0.523	19000	G
460 (13) Military Hwy	only of offesapeane				31 /0	7	170	1 /0	070	070	'	0.115	'	0.020	13000	J
~ Additional library	To: From:		R 196 Canal		070/		40/	40/	00/	00/		0.404	^	0.500	05000	
460 13 Military Hwy	City of Chesapeake	2.20	31000 Military Hw	Α	97%	0% <b>1</b>	1%	1%	0%	0%	С	0.134	Α	0.508	35000	Α
	From:		13 Military													
(460) (166) Bainbridge Blvd	City of Chesapeake	1.99	11000	G	97%	0%	1%	1%	1%	0%	F	0.079	F	0.547	11000	G
4400 (100)	To:	C	hesapeake A													
(460) (166) Bainbridge Blvd	City of Chesapeake	0.81	9600	G	97%	0%	1%	1%	1%	0%	С	0.077	F	0.575	10000	G
460 Bainbridge Blvd	To:		337 Poindex		01 70	7	170	170	170	070	Ü	0.011	•	0.070	10000	O
	From:		ainbridge B													
460 166 Poindexter St	City of Chesapeake	0.56	9200	G	96%	0%	1%	1%	2%	0%	С	0.099	F	0.622	10000	G
$\smile$	_ To:		Liberty St			1										
(460)(166)22nd Street	City of Chesapeake	0.39	6500	G	97%	0%	2%	0%	0%	0%	С	0.11	F	0.725	7000	G
400 (100)	To:		SCL Norfol			]				- , -	-					-
~~~	From:	No	CL Chesape	ake												
(460) (166) Wilson Rd	City of Norfolk	0.65	8400	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.619	9200	F
\sim	To:	Ca	ampostella A	Ave												

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

		Primary ai	nd Intersta	ite Roi	utes											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	QW
	From					1	2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
(460) (166) (168) Campostella Rd		0.73	Wilson Rd 39000	F	96%	」 1%	1%	1%	2%	0%	F	0.099	F	0.700	43000	F
400 100 100 000000000000000000000000000	Ta Ta		Kimball Terr		0070	/·	170	170	270	070	·	0.000	•	0.700	10000	•
460 166 168 Brambleton Ave	City of Norfolk	0.30	44000	F	96%	1%	1%	1%	2%	0%	С	0.085	F	0.625	48000	F
400 100 100	To		Park Ave				.,,			* / *						· ·
460 168 Brambleton Ave	City of Norfolk	0.40	33000	F	96%	1%	1%	1%	2%	0%	F	0.084	F	0.606	37000	F
400 100	Ta		Γidewater Dr			1										
460 337 Brambleton Ave	City of Norfolk	0.10	27000	F	94%	1%	1%	1%	3%	0%	С	0.083	F	0.584	30000	F
400)(60.7)	To	4	Church St			1										
460 337 Brambleton Ave	City of Norfolk	0.31	21000	F	94%	1%	1%	1%	3%	0%	F	0.087	F	0.625	23000	F
	_ To	ALTU	S 460 St Pau	ls Blvd		1										
ALT St Pauls Blvd	City of Norfolk	0.24	21000	N	94%	1%	1%	1%	3%	0%	N	0.087	N	0.625	23000	N
460 460 460 St Pauls Blvd	Combined Traffic Estimates for 2 Parallel Roadwa			N	94%	2%	1%	1%	2%	0%	N	NA	IN	0.023	30000	N
	Tallocal Traine Estimates for 21 araner (Codowa)	_	60 Par; Mont			7	170	170	270	0 70	14	INA			30000	11
360 St Pauls Blvd	City of Norfolk	0.07	26000	F	96%	1%	1%	1%	1%	0%	F	0.078	F	0.524	29000	F
400)	To	119.5	8, Va Beach	Blvd												
Monticello Ave	City of Norfolk	0.66	23000	F	96%	1 %	1%	1%	1%	0%	С	0.077	F	0.551	25000	F
	To		21st St			1										
Monticello Ave	City of Norfolk	0.49	17000	F	96%	1%	1%	1%	1%	0%	F	0.088	F	0.554	18000	F
<u> </u>	To-	4	Church St			1										
460 Granby St	City of Norfolk	0.81	22000	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.559	25000	F
<u> </u>	To.	_ I	lewellyn Ave	e		1—										
Granby St	City of Norfolk	0.45	37000	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.571	41000	F
<u> </u>	To Promi	W	illow Wood I	Dr		1—										
460 Granby St	City of Norfolk	1.30	36000	F	98%	1%	1%	0%	0%	0%	С	0.087	F	0.578	39000	F
<u> </u>		-	Thole St			1										
Granby St	City of Norfolk	0.37	30000	F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.56	33000	F
<u> </u>	To From	SR 16	55 Little Cree	ek Rd]——										
(460) Granby St	City of Norfolk	0.24	26000	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.544	28000	F
<u> </u>	To From	-	I-564]										
Granby St	City of Norfolk	1.19	20000	F	98%	1%	1%	0%	0%	0%	F	0.106	F	0.751	21000	F
~	To From	В	ay View Blv													
(460) Granby St	City of Norfolk	0.89	14000	F	98%	1%	1%	0%	0%	0%	С	0.105	F	0.716	16000	F
~~	To From		68 Tidewate													
Granby St	City of Norfolk	0.71	8700	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.639	9500	F
	To	US 60	Ocean View	v Ave												

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

		1 Timal y ai						Trı	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT ALT	From:		37 A1US 46]										
460 460 Monticello Ave	City of Norfolk	0.25	6000	F	94%	4%	2%	0%	0%	0%	F	0.1	F	0.546	6600	F
	Combined Traffic Estimates for 2 Parallel Roadway		27000 60 St Pauls I	N	94%	2%	1%	1%	2%	0%	N	NA			30000	N
	Form	03.4		DIVU		 										
ALT 460 58 Airline Blvd	City of Chesapeake	1.72	Joliff Rd 8400	G	96%	」 1%	1%	0%	1%	0%	С	0.079	F	0.576	9100	G
(460) (58) Airline Blvd	Ta-		CL Portsmou		3070	٦ ' '	1 70	070	170	070	O	0.073	•	0.570	3100	J
ALT	From:		L Chesapeal													
(460) (58) Airline Blvd	City of Portsmouth	0.29	13000	F	96%	1%	1%	0%	1%	0%	F	0.091	F	0.593	14000	F
	To: From:	G	reenwood D	r												
ALT 460 58 Airline Blvd	City of Portsmouth	0.20	14000	F	96%	1%	1%	0%	1%	0%	F	0.09	F	0.561	15000	F
(460) (58) / IIIIII C BIVG	only of 1 only of 1				0070	7	1 70	070	170	070	•	0.00	•	0.001	10000	•
ALT	From:	E	lmhurst Land	e												
(460) (58) Airline Blvd	City of Portsmouth	1.30	10000	F	96%	1%	1%	0%	1%	0%	F	0.086	F	0.578	11000	F
ALT	To- From:	VIC	CTORY BLV	VD		}										
460 58 Airline Blvd	City of Portsmouth	0.28	14000	F	96%	1%	1%	0%	1%	0%	F	0.09	F	0.612	15000	F
400 (38) /	To-				0070	٦	.,,	0,0	.,,	0,0	•	0.00	•	0.0.2	.0000	•
ALT	From:		S 58, SR 33			_										
(460) (337) Portsmouth Blvd	City of Portsmouth	0.10	17000	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.589	18000	F
ALT	Ta: From:	ALT SI	R 337 Turnp	ike Rd		}—										
(460) (337) Portsmouth Blvd	City of Portsmouth	0.15	14000	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.66	15000	F
400 (337)	Tacl		I-264													
ALT	From:															
(460) (337) Portsmouth Blvd	City of Portsmouth	0.22	9600	F	96%	1%	1%	0%	1%	0%	F	0.087	F	0.575	10000	F
ALT	To: From:	R7	Г 337 & І-26	54		}										
460 264	City of Portsmouth (Maint: 64)	0.72			S	ee I-26	64 for dir	ectional	traffic v	olume es	stimate	es for this	segr	ment.		
400 201	Combined Traffic Estimates for 2 Parallel Roadway		61000	F	94%	0%	1%	1%	3%	0%	F	NA	Ū		66000	F
	To-		7 Frederick 1	Blvd		1										
ALT	From:		, i rederion i	51,4			04 fan di				4:4	f 4l-:-				
460 264	City of Portsmouth (Maint: 64)		75000	_							sumau	es for this	s segr	nent.	04000	_
	Combined Traffic Estimates for 2 Parallel Roadway			F	94%	0%	1%	1%	3%	0%	Г	NA			81000	F
ALT	To: From:	De	ep Creek Bl	vd												
(460)(264)	City of Portsmouth (Maint: 64)	0.67			S	ee I-26	64 for dir	ectional	traffic v	olume es	stimate	es for this	segr	ment.		
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	72000	F	94%	0%	1%	1%	3%	0%	F	NA			78000	F
ALT.	To- E-one-	SR 1	41 Effinghar	m St		}—										
ALT	City of Portsmouth (Maint: 64)	0.87			9	_ See I_26	64 for di	ectional	traffic v	nlume es	timet	es for this	2 2001	ment		
460 264	Combined Traffic Estimates for 2 Parallel Roadway		65000	G	94%	0%	1%	1%	3%	0%	F	NA	, segi	nont.	71000	G
	To:		VCL Norfolk		J -1 /0	7	1 /0	1 /0	J /0	U /0	'	14/4			1 1000	J
		v	, CL INDITOIN			1										

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

		Primary an	u merstat	e ROL	iles											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
ALT	From:		/CL Norfolk]										
(460)(264)	City of Norfolk (Maint: 64)	0.55									stimate	es for this	s segr	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	65000	G	94%	0%	1%	1%	3%	0%	F	NA			71000	G
ALT	To: From:		I-464													
~~~~	City of Norfolk (Maint: 64)	0.16			S	- ee I-26	4 for di	ectional	traffic v	olume es	stimate	es for this	s sear	ment		
460 264	Combined Traffic Estimates for 2 Parallel Roadway		100000	F	94%	0%	1%	1%	3%	0%	E	NA	Jocgi	non.	118000	F
	Combined Tranic Estimates for 2 Faraller Roadway				94 /0	0 /0	1 /0	1 /0	370	0 /0	'	INA			110000	'
ALT	To: From:	SR 3	37 Main Stre	eet												
460 264 337	City of Norfolk (Maint: 64)	0.25			S	ee I-26	4 for di	ectional	traffic v	olume es	stimate	es for this	s segr	ment.		
	Combined Traffic Estimates for 2 Parallel Roadway	vs on this Route:	116000	F	94%	0%	1%	1%	3%	0%	F	NA	•		120000	F
	To:	, 	I-264			1										
ALT	From:															
(460) (337 <i>)</i>	City of Norfolk (Maint: 64)	0.22	26000	N	94%	4%	2%	0%	0%	0%	Ν	0.09	Ν	0.763	29000	N
	To		SR 337			<b> </b>										
ALT	City of Norfalls (Maints CA)	0.10		F	0.40/	40/	20/	00/	00/	00/	_	0.00	F	0.700	20000	F
(460)	City of Norfolk (Maint: 64)	0.16	26000	•	94%	4%	2%	0%	0%	0%	г	0.09	Г	0.763	29000	Г
•	Combined Traffic Estimates for 3 Parallel Roadway			F		1						NA			NA	
ALT	From:		t Pauls Blvd enchurch St													
St Pauls Blvd	City of Norfolk	0.43	39000	F	94%	4%	2%	0%	0%	0%	F	0.076	F	0.599	42000	F
400) 511 3010 2110	Combined Traffic Estimates for 2 Parallel Roadway			F	94%	4%	2%	0%	0%	0%	F	NA	•	0.000	49000	F
	Combined Traine Estimates for 21 drailer Noddway	,		-	J+70	T/0	270	0 / 0	070	070	•	14/-1			45000	'
ALT	To: From:	US 460	) Brambleton	Ave												
(460)(460)(460) St Pauls Blvd	City of Norfolk	0.24	21000	N	94%	1%	1%	1%	3%	0%	Ν	0.087	Ν	0.625	23000	Ν
P	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	27000	N	94%	2%	1%	1%	2%	0%	Ν	NA			30000	Ν
	To:		0 Par; Montio	cello A	ve											
ALT	From:	C	ity Hall Ave													
Monticello Ave	City of Norfolk	0.47	6000	F	94%	4%	2%	0%	0%	0%	С	0.112	F	0.534	6500	F
490	Combined Traffic Estimates for 2 Parallel Roadway	vs on this Route	45000	F	94%	4%	2%	0%	0%	0%	F	NA			49000	F
	To Tallio Political For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Example For Exampl				0170	1	_,0	070	070	070	•				10000	•
ALT	From:	SR 337	Brambleton	Ave												
460 Ago Monticello Ave	City of Norfolk	0.25	6000	F	94%	4%	2%	0%	0%	0%	F	0.1	F	0.546	6600	F
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	27000	N	94%	2%	1%	1%	2%	0%	Ν	NA			30000	Ν
	To	US 46	60 St Pauls B	lvd												
ALT ALT	From:	7	W Main St													
460 11 4th Street	City of Salem	0.40	18000	F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.513	20000	F
	To		Elm Ct													
ALT ALT	From:		Elm St													
	City of Colors	0.37	20000	F	96%	0%	1%	1%	2%	0%	С	0.087	F	0.502	22000	F
460 11 4th Street	City of Salem															
460 11 4th Street	City of Salem		Union St			<b></b>										
ALT ALT	Ta- From:		Union St	_	/	<b></b>										
400 (1)	City of Salem  City of Salem	0.29	Union St  18000 Colorado St	F	96%	0%	1%	1%	2%	0%	F	0.085	F	0.519	19000	F

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

Route   Durisdiction   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route	·		Primary ar	iu interstat	ie Kol	nes											
Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act	Pouto	lurisdiction	Longth	AADT	ΟΛ	4Tiro	Buc		Tru	ck		00	K	OK	Dir	Λ Λ\Λ/D.Τ.	$\Omega M'$
Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act	Noute	Julisaiction	Length	AADI	ųА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	ŲΝ	Factor	~~WD1	QVV
Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act   Act		<u> </u>															
City of Salem   0.31   10000   F   97%   0%   1%   1%   1%   0%   C   0.091   F   0.532   11000   F   0.532   11000   F   0.532   11000   F   0.532   11000   F   0.532   11000   F   0.533   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F   0.000   F	(460)(11) 4th Street	City of Salem	0.28	9500	F	97%	0%	1%	1%	1%	0%	F	0.083	F	0.519	10000	F
City of Salem	ALT. ALT.	To- From:	F	loanoke Blvd			}										
City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safem   City of Safe		City of Salem	0.31	10000	F	07%	_ 	1%	1%	10/2	0%	C	0.001	E	0.532	11000	E
ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT   ALT	(460) (11) Texas St	City of Galetti	0.51		'	31 /0	7070	1 /0	1 /0	1 /0	0 70	C	0.031	'	0.552	11000	•
City of Salem	ALT ALT	To- From:		Idaho St													
Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk   Lyushburg Tapk Tapk Tapk Tapk Tapk Tapk Tapk Tapk		City of Salem	0.61	6400	F	96%	0%	1%	1%	2%	0%	С	0.084	F	0.53	7000	F
Clty of Salem     0.24   2200   F   96%   96%   1%   1%   2%   0%   F   0.094   F   0.976   2400   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F   1.040   F		To-	Lx	nchburg Tnn	k												
Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filtric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filtric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filteric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd   Filtric Rd	~~~	From:				000/		40/	40/	00/	00/	_	0.004	_	0.070	0.400	_
Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trace   Trac	460 11 Texas St	City of Salem	0.24		<u> </u>	96%	0% 7	1%	1%	2%	0%	F	0.094	F	0.976	2400	F
Second   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February	ALT ALT	From:															
SR 160   19   16   16   16   16   16   16   17   16   17   16   17   17	A60 (11) (410) Electric Rd	City of Salem	0.53		F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.585	22000	F
Bus   Bus   County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewell County   Tazewel	400 (11) (419) = 10	To:					1	.,,	.,.		-,-	-		-			•
Tazewell County   1.58   1900   G   94%   1%   1%   2%   2%   0%   F   0.096   F   0.611   1900   G	Rue Rue	From:	11		)		<u>.                                      </u>										
SR 9    SR 9    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR 16    SR	460 (40)	Tazewell County				94%	1%	1%	2%	2%	0%	F	0.096	F	0 611	1900	G
Bus   Bus   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County	(400) (19)					0.70	-	. , 0	_,,	=,0	0,0	•	0.000	•	0.0		
SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 1	Bus Bus	From:		SR 91													
Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus	{460}{19}	Tazewell County	0.27	1700	G	94%	1%	1%	2%	2%	0%	С	0.092	F	0.512	1700	G
Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus		Ta		SR 16			<b>—</b>										
Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Substitute   Sub		Tozowall County	1 11		G	070/	10/	10/	00/	10/	00/	_	0.000	_	0.502	2000	0
Sus   Bus    (460) (19) (16)	razeweli County				9170	170	1 70	0%	170	0%	Г	0.000	Г	0.362	2900	G	
Tazewell County   16	Bus Bus	To: From:	W	CL Tazewel	l		<u> </u>										
SR 16   WCL Tazewell   SR 16   WCL Tazewell   SR 16   WCL Tazewell   SR 16   WCL Tazewell   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16   SR 16		Tazewell County	0.44	1800	G	97%	1%	1%	0%	1%	0%	С	0.094	F	0.582	1900	G
Town of Tazewell   0.20   3000   G   98%   0%   1%   0%   1%   0%   C   0.083   F   0.514   3000   G		To:															
Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus		From:															
Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus	(460)(19) (16) Main Street	Town of Tazewell	0.20	3000	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.514	3000	G
Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Town of Tazewell   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Church Ave   Churc	Dura Bura	To: From:	ALT SF	R 16 Fairgrou	nds Rd		}										
Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus		Town of Tazewell	0.81	4500	G	98%	_ 	1%	1%	1%	0%	F	n nga	F	0.537	4600	G
Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus	(460) (19) (16) Wall Street	Town of Tazewell				3070	70	170	1 70	1 /0	070	'	0.000	'	0.557	4000	J
Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Tazewell   Ave   Town of Tazewell   Tazewell   Ave   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewell   Town of Tazewel	Bus Bus	To- From:		Church Ave			<u> </u>										
Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus		Town of Tazewell	0.44	5000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.559	5000	G
Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus	$\bigcirc$	To	7	azewell Ave			1										
SR 61 Ben Bolt Blvd   SR 61 Ben Bolt Blvd   SR 61 Ben Bolt Blvd		From:				0001	<b>1</b>	407	461	467	001	-	0.000	_	0.510	0.700	_
Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus   Bus	460 19 Fincastle Trpk	I own of Tazewell	1.65	8300	G	98%	0%	1%	1%	1%	0%	С	0.083	F	0.518	8500	G
Town of Tazewell   0.65   5600   G   98%   0%   1%   1%   1%   0%   F   0.089   F   0.576   5700   G	Rus Bus	To- From:	SR 6	1 Ben Bolt B	Blvd		}										
Bus Bus   ECL Tazewell     ECL Tazewell		Town of Tazewell	0.65	5600	G	98%	0%	1%	1%	1%	0%	F	0.089	F	0.576	5700	G
460 19 Tazewell County 0.93 <b>4500 G</b> 98% 0% 1% 1% 0% F 0.08 F 0.611 4500 G	400 (19) 1 modelle 11pm	76111 61 142511611				0070	7	170	170	170	070	•	0.000	•	0.070	0,00	Ŭ
(460) (19) Tazewell County 0.93 <b>4500 G</b> 98% 0% 1% 1% 1% 0% F 0.08 F 0.611 4500 G	Bus Bus	To- From:	E	CL Tazewell	l												
		Tazewell County	0.93	4500	G	98%	0%	1%	1%	1%	0%	F	0.08	F	0.611	4500	G
	<u> </u>	To:	US	S 19 & US 46	50												

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

					47"			Tru	ıck			K	0::	Dir	A A1275=	0111
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	Nottourou County		West of Not		95%	10/	00/	00/	20/	00/	F	0.110	F	0.510	4700	G
(460)	Nottoway County	1.20	4700	G	95%	1% ¬	0%	0%	3%	0%	Г	0.110	Г	0.519	4700	G
Bus	From:		67-9457		0=0/		201	201	201	201		2 121	_		2222	_
460	Nottoway County	4.10	<b>3900</b> 67-658	G	95%	1% ¬	0%	0%	3%	0%	С	0.101	F	0.55	3900	G
Bus	From:		CL Blacksto													
Church St	Town of Blackstone	0.25	4000	G	96%	1%	1%	0%	2%	0%	F	0.108	F	0.501	4000	G
Bus	To- From:		Hardy St													
Church St	Town of Blackstone	0.93	5300	G	96%	1%	1%	0%	2%	0%	С	0.097	F	0.529	5300	G
Bus	From:	S	South Main S Elm St	St												
(460) (40) North Main St	Town of Blackstone	0.59	7600	G	96%	1%	1%	0%	3%	0%	С	0.087	F	0.542	7600	G
Bus	To- From:	I	Dinwiddie S	St		]—										
North Main St	Town of Blackstone	0.14	6400	G	96%	1%	1%	0%	3%	0%	F	0.094	F	0.516	6400	G
Bus	To- From:		Division St	t		]—										
North Main St	Town of Blackstone	0.37	6500	G	96%	1%	1%	0%	3%	0%	F	0.088	F	0.520	6500	G
Bus	To- From:		Access Rd			]										
North Main St	Town of Blackstone	0.56	4200	G	92%	1%	2%	1%	3%	0%	С	0.09	F	0.501	4200	G
Bus	To- From:	EG	CL Blacksto	one		]										
Bus (460)	Nottoway County	2.10	4100	G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.537	4100	G
	To:	US 460	East of Bla	ackstone		<u> </u>										
Bus Bus (460)(360)	Nottoway County	0.18	US 460 <b>1400</b>	G	95%	0%	2%	1%	2%	0%	С	0.097	F	0.562	1400	G
<u> </u>	To To		L Burkevil			٦	-/-	.,,		0,0		0.00.	•	0.002		
Bus Bus	Town of Burkeville (Maint: 67)	0.30	1400	N	95%	<b>-</b> 0%	2%	1%	2%	0%	N	0.097	N	0.562	1400	N
(460)(360)	Town of Burkeville (Maint. 67)	0.00	67-T724		3370	7	270	1 70	270	0 70	1.4	0.007	14	0.302	1400	11
Bus Bus	Town of Durkoville (Meint C7)	0.21			95%	0%	20/	10/	20/	00/	F	0.000	F	0 575	2700	
(460)(360)	Town of Burkeville (Maint: 67)	0.21	2700	G	95%	U% <b>-</b>	2%	1%	2%	0%	Г	0.099	Г	0.575	2700	G
Bus Bus	From:		67-628													
(460)(360)	Town of Burkeville (Maint: 67)	0.44 US 460	2400 East of Bu	<b>G</b>	95%	_0% <b>T</b>	2%	1%	2%	0%	F	0.102	F	0.545	2400	G
Bus	From:		IS 58, US 40			1										
Bus (460)	City of Suffolk (Maint: 61)		14000	G	97%	0%	2%	0%	1%	0%	F	0.091	F	0.528	15000	G
	To- From:	S	SR 10, SR 3	2		]—										
Bus (460) (10) (32)	City of Suffolk (Maint: 61)	1.49	28000	Α	97%	0%	2%	0%	1%	0%	С	0.099	Α	0.526	29000	Α
	To:	Ol	d NCL Suff	folk												

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

			TIG TITLOTS (C					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		d NCL Suffe			]										_
(460) (32) (10) Main St	City of Suffolk	0.09	31000	G	97%	0%	2%	0%	0%	0%	F	0.084	F	0.519	34000	G
Bus Bus Bus	To- From:	US 13.	BUS US 58	,SR 32		_										
(460) (58) (13) Constance Road	City of Suffolk	0.66	15000	G	91%	0%	2%	2%	4%	0%	F	0.086	F	0.564	16000	G
Bus Bus Bus	To: From:	OL	D ECL Suff Pinner St	olk												
460 58 13 Portsmouth Blvd	City of Suffolk (Maint: 61)	1.60	19000	G	91%	0%	2%	2%	4%	0%	С	0.088	F	0.562	20000	G
Bus Bus Bus	To- From:	SR 3	37 Washingt	on St		<del> </del>										
460 58 13 Portsmouth Blvd	City of Suffolk (Maint: 61)	1.22	<b>24000</b> US 58	G	92%	0% T	3%	1%	3%	0%	С	0.087	F	0.638	26000	G
Pue	From:	US 460	West of Pea	richura		<u> </u>										
Bus (460)	Giles County	0.34	7600	G	93%	1%	2%	1%	3%	0%	F	0.09	N	0.535	7900	G
Bus	To: From:	N	CL Pearisbu	rg		]										
(460) Main St	Town of Pearisburg (Maint: 35)	0.26	7300	G	93%	1%	2%	1%	3%	0%	С	0.09	F	0.535	7400	G
Bus	To: From:		R 100 Main 00 Main St													
460 100 Main St	Town of Pearisburg (Maint: 35)	0.38	11000	G	95%	0%	2%	1%	2%	0%	С	0.080	F	0.530	12000	G
Bus	To- From:	SR 100	South Main	St E Int		}—										
(460) Winoah Ave	Town of Pearisburg (Maint: 35)	1.09	9300	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.503	9500	G
Bus	To- From:	Е	CL Pearisbu	rg		]										
Bus (460)	Giles County	1.39	6800	G	98%	0%	1%	1%	1%	0%	С	0.088	F	0.572	6900	G
<u> </u>	То:	US 460	East of Pea	risburg												
Bus	From		160 Old Tnp		070/	10/	40/	40/	40/	00/		0.000		0.550	0500	
(460)(221)	City of Bedford (Maint: 09)	0.33	8000	N	97%	1%	1%	1%	1%	0%	N	0.088	N	0.552	8500	N
Bus	To: From:		Oakcrest St			_										
460 (221)	City of Bedford	0.68	8000	G	97%	1%	1%	1%	1%	0%	С	0.088	F	0.552	8500	G
Bus	To- From		4th St			}—										
(460)(221) W Main St	City of Bedford	0.07	6000	G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.501	6400	G
Bus Bus	To- From:		Crenshaw St	t		]—										
460 221 122 W Main St	City of Bedford	0.19	7000	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.519	7400	G
Bus	To- From:	-	N Bridge St													
460 43 E Main St	City of Bedford	0.08	6600	G	96%	1%	2%	0%	1%	0%	F	0.094	F	0.588	7000	G
Bus	To: From:		South St													
(460) E Main St	City of Bedford	0.27	7400	G	96%	1%	2%	0%	1%	0%	F	0.096	F	0.548	7800	G
	10:		Orange St			<u> </u>										

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

		Filliary and inte					Tri	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Orange	St		Ī	27 040	0 17 040	- TTGIII	211011		1 dotoi		1 doto:		
460 E Main St	City of Bedford	0.71 <b>630</b>		96%	1%	2%	0%	1%	0%	С	0.092	F	0.597	6700	G
	To:	US 221, S	R 122		<b></b>										
Bus	From:			000/	40/	00/	00/	40/	00/		0.000		0.505	0700	
460 122 E Main St	City of Bedford	0.20 <b>630</b> US 4		96%	1% ¬	2%	0%	1%	0%	Ν	0.092	N	0.597	6700	N
_	Frank				1										
8us 460	Montgomery County	US 460 SCL 1		89%	<b>⅃</b> 0%	1%	1%	7%	1%	F	0.08	F	0.583	42000	G
460)	Workgomery County			0970	U /0	1 /0	1 /0	1 /0	1 /0	'	0.00	'	0.565	42000	G
Bus	To- From:	NCL Christ	iansburg		_										
460 N Franklin St	Town of Christiansburg (Maint: 60)	0.97 <b>400</b> 0	00 N	89%	0%	1%	1%	7%	1%	Ν	0.08	Ν	0.583	42000	Ν
<del>~</del>	To:	SR 114 Peppe													
Bus F Main St	Town of Christiansburg	US 11 M 0.12 <b>830</b>		97%	00/	2%	00/	1%	0%	F	0.087	F	0.514	8800	_
460 (11) E Main St	Town of Christiansburg	Roanok		97%	□ 0%	2%	0%	170	0%	Г	0.067	Г	0.514	0000	G
Bus	From:	SR 114 Peppe													
8us 460	Town of Christiansburg (Maint: 60)	0.66 <b>530</b> 0	00 G	95%	0%	1%	1%	2%	0%	С	0.082	F	0.55	55000	G
	To:	US 4													
Bus	From:	E Mair		070/		00/	00/	40/	00/	_	0.007	F	0.500	40000	_
460 (11) Roanoke St	Town of Christiansburg	0.11 <b>130</b> 0	00 G	97%	0%	2%	0%	1%	0%	F	0.087	г	0.529	13000	G
Bus	To: From:	Craig	St												
460 (11) Roanoke St	Town of Christiansburg	0.98 1200	00 G	97%	0%	2%	0%	1%	0%	F	0.091	F	0.535	13000	G
$\rightarrow$	То:	SR 111 D													
Bus	From:	US 4		000/		00/	40/	40/	00/	_	NIA			40000	0
8us 460	Town of Christiansburg (Maint: 60)	0.18 <b>160</b> 0	00 G	96%	0%	2%	1%	1%	0%	F	NA			16000	G
Bus	To: From:	WCL Chris	tiansburg												
460 N Franklin St	Town of Christiansburg (Maint: 60)	0.11 <b>320</b> 0	00 G	96%	0%	2%	1%	1%	0%	F	0.089	F	0.592	34000	G
	To	SR 111 Car	mbria St		٦										
Bus N. Franklin Ot	From:			000/	-00/	00/	40/	40/	00/	_	0.000	_	0.504	00000	0
N Franklin St	Town of Christiansburg	1.38 <b>2700</b> Depot		96%	O%	2%	1%	1%	0%	С	0.082	F	0.534	29000	G
Bus	From:	SR 111 D													
460 11 Roanoke St	Town of Christiansburg	0.90 <b>150</b> 0	•	95%	0%	2%	1%	1%	0%	С	0.064	F	0.549	16000	G
	To:	US 4			]										
Bus	From:	Depot		0001		601	401	401	001	_	0.000	_	0.510	10000	_
N Franklin St	Town of Christiansburg	0.28 <b>120</b> 0		96%	0%	2%	1%	1%	0%	F	0.083	F	0.518	12000	G
	10.	US 11 M			<u> </u>										
Bus Main St	Town of Pleakabura	2.32 <b>680</b>		97%	<b>」</b> 1%	1%	0%	0%	0%	С	0.096	F	0.672	7200	G
Main St	Town of Blacksburg			9170	170	170	U70	U70	U%	C	0.096	r	0.072	7200	G
Bus	To- From:	Bruce	Dr		$oldsymbol{oldsymbol{eta}}$										
Main St	Town of Blacksburg	0.26 1600	00 G	97%	1%	1%	0%	0%	0%	F	0.083	F	0.600	17000	G
	To:	Progres	s St												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus 460 Main St	From: Town of Blacksburg		Progress St 17000	G	97%	] 1%	1%	0%	0%	0%	E	0.079	F	0.557	18000	G
460 Wall St	TOWIT OF BIACKSDUTY		ices Fork R		31 /0	170	1 70	0 70	070	0 70	'	0.073	'	0.557	10000	
Bus Main St	From:				070/	10/	10/	00/	00/	00/	F	0.000	_	0.500	20000	
Main St	Town of Blacksburg	0.53	19000	G	97%	1%	1%	0%	0%	0%	r	0.080	F	0.599	20000	G
Bus	From:		Roanoke St													
Main St	Town of Blacksburg	0.19	16000	G	96%	0%	2%	1%	1%	0%	F	0.070	F	0.51	17000	G
Bus	To: From:		Clay St			<u> </u>										
Main St	Town of Blacksburg	0.53	18000	G	96%	0%	2%	1%	1%	0%	F	0.083	F	0.567	19000	G
Bus_	To: From:	1	Upland Rd			}—										
Main St	Town of Blacksburg	1.00	17000	G	96%	0%	2%	1%	1%	0%	F	0.085	F	0.544	18000	G
Bus	To: From:		Ellet Rd			}—										
460 Main St	Town of Blacksburg	1.25	16000	G	96%	0%	2%	1%	1%	0%	С	0.085	F	0.582	17000	G
~	To	US 460	, ECL Blac	ksburg												
Bus 160 (67) Front St	Town of Richlands	0.27	US 460 13000	G	99%	] 0%	1%	0%	0%	0%	С	0.081	F	0.501	13000	G
460 67 Front St	Town of Nichianus				3370	7070 <b>1</b>	1 /0	0 70	070	0 70	O	0.001	'	0.501	13000	J
Bus	From:		JS 460 P, 2r		000/	-00/	40/	00/	00/	00/	_	0.000	_		7000	
67 Front St	Town of Richlands Combined Traffic Estimates for 2 Parallel Roadways	0.58	6900 13000	G G	99% 97%	0% 0%	1% 1%	0% 1%	0% 1%	0% 0%	F	0.088 NA	F		7000 14000	G G
	Talle Traine Estimates for 21 arailer Readways		' P Railroad		31 70	<b>1</b>	170	1 70	170	0 70	'	INA			14000	0
Bus Front St	From: L Town of Richlands	0.04	6900	G	93%	ا 1%	60/	0%	00/	00/	_	0.088	F		7100	G
Front St	Combined Traffic Estimates for 2 Parallel Roadways			N	93% 93%	1%	6% 4%	0% 1%	0% 2%	0% 0%	r N	0.066 NA	Г		7100 11000	N
	To To		67 Norfolk			1./°	470	170	270	070	.,	14/1			11000	
Bus 460 Front St	From: L  Town of Richlands	0.18	6100	G	93%	」 1%	6%	0%	0%	0%	F	0.099	F		6100	G
160 11 1011 31	Combined Traffic Estimates for 2 Parallel Roadways		12000	G	94%	1%	4%	0%	0%	0%	· F	NA	'		12000	G
	To		JS 460 P 2n		0.70		.,,	0,70		• • • • • • • • • • • • • • • • • • • •	·					
Bus 460 Front St	From: <b>└</b> Town of Richlands	0.92	9600	G	93%	」 1%	6%	0%	0%	0%	С	0.093	F	0.55	9700	G
460 1 1011 31	To:		L Cedar Bl		95 /0	7	0 /0	0 70	070	0 70	O	0.033	'	0.55	3700	O
Bus	From:		CL Richland		000/	101	00/	001	001	001	_	0.00-	_	0.555	4700	
Bus 460	Town of Cedar Bluff (Maint: 92)	2.25	<b>4600</b> US 460	G	93%	1% <b>1</b>	6%	0%	0%	0%	F	0.087	F	0.557	4700	G
Bus	From:	Bus I	JS 460 From	nt St		<del></del>										
2nd Street	Town of Richlands	0.57	6600	G	96%	1%	2%	1%	1%	0%	F	0.085	F		6700	G
+	Combined Traffic Estimates for Parallel Roadways		NA			_						NA			NA	
	To:	SR 6	7 Railroad	Ave												

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		67 Railroad													
(460) (67) (67) 2nd Street	Town of Richlands	0.05	4000	N	93%	0%	1%	1%	4%	0%	N	0.096	N	0.739	4100	N
<b>~</b> • • •	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	11000	N	93%	1%	4%	1%	2%	0%	Ν	NA			11000	N
Bus	To- From:	SR	. 67 Norfolk	St												
2nd Street	Town of Richlands	0.25	5500	G	96%	1%	2%	1%	1%	0%	С	0.107	F		5600	G
(+80)	Combined Traffic Estimates for 2 Parallel Roadways on		12000	G	94%	1%	4%	0%	0%	0%	F	NA			12000	G
	To:		US 460 Fro													
Bus	From:	US 460	0 West of Pa	amplin												
(460)	Appomattox County	0.42	2000	G	90%	0%	2%	1%	7%	0%	С	0.084	F	0.648	2000	G
<u></u>	To:	WC	L Pamplin	City		1										
Bus	From: L		•		222/	<b>_</b>	00/	407	-0/	201						
460	Town of Pamplin City (Maint: 06)	0.46	2000	N	90%	0%	2%	1%	7%	0%	Ν	0.084	Ν	0.648	2000	N
Rue	To- From:		SR 47			]										
Bus (460)	Town of Pamplin City (Maint: 06)	0.25	1600	G	90%	0%	2%	1%	7%	0%	F	0.083	F	0.561	1600	G
400)	To:		Edward Cou			1										
Bus	From:		nattox Coun	•												
(460)	Town of Pamplin City (Maint: 73)	0.21	1400	G	94%	0%	3%	1%	2%	0%	С	0.083	F	0.526	1400	G
	To- From:	EC	L Pamplin (	City		}										
Bus	Prince Edward County	1.43	1400	N	94%	0%	3%	1%	2%	0%	N	0.083	N	0.526	1400	N
(460)	To:		0 East of Pa		J+70	7	370	1 70	270	070	11	0.000	11	0.020	1400	14
Puo	From:		West of Ly			1										
Bus	Campbell County	1.11	13000	G	97%	J 0%	1%	0%	1%	0%	F	0.095	F	0.55	13000	G
(460)	Campson County	1.11			01 70	<b>-</b> 0 / 0	170	070	170	070	•	0.000	•	0.00	10000	O
Bus	From:		15-892													
(460)	Campbell County	2.25	15000	В	97%	0%	1%	0%	1%	0%	С	0.101	Α	0.537	16000	В
<u> </u>	To	W	CL Lynchbu	ırg		1										
Bus Timberlake Bd	City of Lynchburg	0.62	34000	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.554	35000	G
Timberlake Rd	City of Eyrichburg				90 /0	0 /0	1 /0	0 /6	1 /0	0 /6	C	0.003	'	0.554	33000	G
Bus	To- From:	Old	Graves Mil	l Rd												
(460) Timberlake Rd	City of Lynchburg	1.14	25000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.543	26000	G
	To-	ı	Leesville Ro	1		1										
Bus	From: L				0=0/		407	00/	407	201	_		_			_
Timberlake Rd	City of Lynchburg	0.37	33000	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.556	34000	G
Bus	To- From:	US 501 L	ynchburg Ex	xpresswa	у	]										
Fort Ave	City of Lynchburg	1.15	19000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.546	19000	G
	To		US 29 Ward	de Dd		<b></b>										
Bus Bus	From															
(460) (29) Fort Ave	City of Lynchburg	1.19	23000	G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.516	25000	G
Pup	To: From:	Bus US	S 29 Memor	ial Ave		]										
Bus 460 Fort Ave	City of Lynchburg	0.57	NA									NA			NA	
400)1 017 700	To:		221 Oakley	Ave		1						11/7			INA	
		00.														

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

		Pililary a						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US	221 Oakley	Ave												
(460)(221) Fort Ave	City of Lynchburg	0.42	12000	G	95%	1%	2%	0%	1%	0%	F	NA			13000	G
Bus Bus	To- From:	Bus US	S 501 Campb	bell Ave		]										
(460)(221)(501)12th Street	City of Lynchburg	0.18	12000	G	95%	1%	2%	0%	1%	0%	F	NA			13000	G
$\hookrightarrow$	To		Kemper St													
Bus (460) (221) (501) Kemper St	City of Lynchburg	0.41	12th Street	G	92%	」 2%	4%	1%	2%	0%	С	0.083	F	0.604	12000	G
460 221 501 Kemper St	City of Lynchburg					7	7 /0	1 /0	2/0	0 70	C	0.003	'	0.004	12000	J
Bus Bus	From:		ynchburg Ex													
(460) (501) Kemper St	City of Lynchburg	0.34	12000	G	95%	1%	2%	1%	2%	0%	F	0.085	F	0.585	13000	G
Bus Bus	From:	(	Campbell Av Kemper St	/e												
460 501 Campbell Ave	City of Lynchburg	0.88	18000	G	95%	1%	2%	1%	2%	0%	С	0.151	F	0.729	19000	G
	Ta-	N	Mayflower D	Or		1										
Bus Bus (460) 501 Campbell Ave	City of Lynchburg	0.48	18000	G	95%	<b>-</b> 1%	2%	1%	2%	0%	F	0.09	F	0.606	19000	G
(460)(501) Gampbell Ave	Oity of Eyrichburg				3370	7	270	1 /0	270	0 70	'	0.00		0.000	13000	J
Bus Bus	From:		Florida Ave													
460 501 Campbell Ave	City of Lynchburg	0.23	19000	G	95%	1%	2%	1%	2%	0%	F	0.096	F	0.608	20000	G
	From	US 40	60 Richmon	a Hwy		<u> </u>										
Bus (460) (15)	Prince Edward County	0.24	US 460 S <b>5100</b>	G	86%	」 1%	2%	1%	10%	1%	F	0.084	F	0.582	5100	G
(400) (13)	Ta:		3 15; Bus US		0070	/.⊽ ⊐	270	170	10 70	170	•	0.001		0.002	0100	Ū
Bus Bus	From:										_		_			
(460) (15)	Prince Edward County	1.22	<b>6700</b> 73-695	Α	97%	0% 7	1%	1%	1%	0%	С	0.103	Α	0.604	7100	Α
Bus Bus	From:	73-69	5, WCL Far	mville												
(460) (15) Third Street	Town of Farmville	0.94	7500	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.55	8100	G
Bur Bur	To: From:	Inc	dustrial Park	Rd												
Bus Bus (460) (15) Third Street	Town of Farmville	1.29	11000	G	96%	1%	2%	1%	1%	0%	С	0.092	F	0.533	12000	G
$\bigcirc$	To:		RT 15 BUS			1		.,,		*,*						
Bus	From:	2.07	Oak St		000/	40/	<b>5</b> 0/	40/	40/	00/	_	0.004	_	0.000	2000	_
(460) Third St	Town of Farmville	0.67	7400	G	92%	1%	5%	1%	1%	0%	F	0.094	F	0.629	8000	G
Bus	To- From:		Main St			_										
3rd Street	Town of Farmville	0.17	8700	G	92%	1%	5%	1%	1%	0%	С	0.087	F	0.505	9400	G
Pue	To- From:		Virginia St			]—										
Bus 460 3rd Street	Town of Farmville	1.22	7400	G	92%	- 1%	5%	1%	1%	0%	F	0.092	F	0.549	8000	G
	_ то		Milnwood R		/-		- / 0	.,,	. , ,	- / 0	•		•			
Bus	From:				000/	40/	<b>50</b> /	40/	40/	00/	_	0.005	_	0.500	7.106	
460 3rd Street	Town of Farmville	0.89	6800	G	92%	1%	5%	1%	1%	0%	F	0.095	F	0.590	7400	G
Bus	To- From:	E	CL Farmvil	le		_										
(460)	Prince Edward County	0.49	7100	G	95%	0%	2%	1%	2%	0%	С	0.087	F	0.596	7100	G
	То:		US 460													

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		FIIIIal y al	nd Interstat	le Rui	ites			T	ر ا د			IZ.		Dia		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	0011	Tru		OT:I	QC	K	QK	Dir	AAWDT	Q۷
Bus	From:		I-85; US 460			1	ZAXIE	3+Axle	TTrail	21 raii		Factor		Factor		
460 Airport St	Dinwiddie County	0.17	7000	G	93%	」 1%	3%	3%	1%	0%	С	0.081	F	0.589	7600	G
460 All port St	To:		Boydton Plan		9570	7	370	370	1 /0	0 70	C	0.001	•	0.505	7000	
Bus	From:		JS 1 Plank Rd													
460) (1) Boydton Plank Rd	Dinwiddie County	1.70	11000	G	94%	2%	2%	1%	1%	0%	F	0.092	F	0.598	11000	(
Bus	To: From:	I-85	SW of Petersb	ourg		]										
Boydton Plank Rd	Dinwiddie County	1.22	15000	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.514	16000	(
Bus	Ta: From:	Sl	R 226 Cox Rd	i		}										
460 (1)	Dinwiddie County	0.45	14000	Α	98%	0%	1%	1%	1%	0%	С	0.107	Α	0.565	15000	A
~ ~	To: From:	W	CL Petersbur	g		}										
Bus 460 1 Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.544	14000	(
~ ~ .	To: From:		Summit St			1—										
Bus 460 1 Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	0.094	F	0.519	14000	(
<del></del>	Tax		Elm St			1										
Bus 160 1 Washington St	City of Petersburg	0.57	15000	G	96%	1%	2%	1%	1%	0%	С	0.090	F	0.535	16000	(
	To	US	1 Par; Wythe	St		1										
Bus	From:	US 1 Par, Was														
160 (1) Wythe St	City of Petersburg	1.08	8400	G	95%	1%	2%	1%	1%	0%	С	0.085	F		9000	(
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	(
Bus	To: From:		Perry St			]										
1 Wythe St	City of Petersburg	0.15	10000	G	95%	1%	2%	1%	1%	0%	F	0.087	F		11000	(
(1)	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	1%	2%	1%	1%	0%	F	NA	•		22000	(
	To:		R 36 Market S				_,,	. , 0	.,,	0,0	•					
Bus Control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the co	From:															
460) (1) (36) Wythe St	City of Petersburg	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	(
<b>* * *</b>	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
Bus ALT	To: From:	ALT U	S 301 Sycam	ore St												
460 (1) (301) (36) Wythe St	t City of Petersburg	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	(
100 (1) (301) (36) 113410 31	Combined Traffic Estimates for Parallel Roadways			•	0070	170	2,0	170	170	070	•	NA	•		NA	
	Combined Traine Estimates for Farance Noadways					-						INA			INA	
Bus	From:	US	3 1 Jefferson S	St												
(36) (36) Wythe St	City of Petersburg	0.20	16000	G	96%	1%	2%	0%	1%	0%	С	0.098	F		17000	(
$\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	32000	G	93%	1%	2%	2%	2%	0%	С	NA			35000	(
	To:		I-85, I-95			1—										
Bus Wutho St	City of Petersburg	0.30		G	060/	10/	20/	00/	10/	00/	_	0.004	F		11000	
460 (36) Wythe St	, ,	0.30	10000	G	96%	1%	2%	0%	1%	0%		0.084	г		11000	(
-	Combined Traffic Estimates for 2 Parallel Roadways			G	94%	1%	2%	1%	2%	0%	F	NA			25000	C
	lo:	SR 36;	US 301 Crate	er Rd												

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

		FIIIIal y al	nd Intersta	ie Roi	nes											
Route	Jurisdiction	Length	ΔΔΠΤ	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	- O/
rodio	Canadion	Longar	7401	<b>Q</b> .	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	700001	Φ,
Bus	From:		US 301 Crat			]										
460 ( 301 Crater Rd	City of Petersburg	0.96	11000	G	96%	1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	G
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
Bus	To- From:	I-95; BUS U	S 460 Par, V	Vinfield	Rd	]										
460 301 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	2%	1%	1%	0%	N	0.088	N	0.552	12000	١
400 (301)	To:		301 Crater F		00,0	7	_,,	. , ,	.,,	0,70		0.000	•	0.002	000	·
Bus	From:	US 1 Wy	the St Batters	sea Lan	e											
460 Washington St	City of Petersburg	0.31	9100	G	96%	1%	2%	1%	1%	0%	F	0.093	F		9800	(
480 (1)	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	(
	To		-9025 West													
Bus	From:				000/	40/	00/	40/	40/	00/	_	0.000	_		0700	
460 ( ع Washington St	City of Petersburg	0.40	9000	G	96%	1%	2%	1%	1%	0%	F	0.092	F		9700	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			19000	(
Bus	To: From:	123	-9029 South	St		]										
460 Washington St	City of Petersburg	0.27	10000	G	96%	1%	2%	1%	1%	0%	С	0.097	F		11000	(
· \$ 9 ( B )	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	
	To-		Guarantee St													
Bus	From:				0=0/	<b>_</b>	201	407	00/	201	_		_		4.4000	
460 کے Washington St	City of Petersburg	0.24	10000	G	95%	1%	2%	1%	2%	0%	C	0.087	F		11000	(
	Combined Traffic Estimates for 2 Parallel Roadway			G	95%	1% 7	2%	1%	2%	0%	F	NA			22000	(
Bus	From:		orth Market S ir; SR 36 Ma													
460 (36) Washington St	City of Petersburg	0.19	13000	G	94%	1%	3%	2%	1%	0%	С	0.087	F		14000	(
400 000	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	23000	G	94%	1%	2%	1%	1%	0%	F	NA			25000	(
	To-		301 Par, Syca	amore S	t	1										
Bus ALT	From:					40/	00/	00/	40/	00/	_	0.005	_		47000	
460 301 36 Washington St	, , ,	0.09	16000	G	94%	1%	3%	2%	1%	0%	F _	0.085	F		17000	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	30000	G	94%	1%	2%	1%	1%	0%	F	NA			32000	(
Bus ALT	To- From:	ALT US	301 Par, Ad	lams St		J										
460 301 36 Washington St	City of Petersburg	0.10	15000	G	94%	1%	3%	2%	1%	0%	F	0.082	F		16000	(
1.80	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	30000	G	94%	1%	2%	1%	1%	0%	F	NA			32000	(
	To:	US	1 Jefferson	St		1										
Bus Washington St	From:				000/	40/	20/	40/	40/	00/	_	0.070	_		10000	
4β0 (36) Washington St	City of Petersburg	0.24	17000	G	90%	1%	2%	4%	4%	0%	С	0.079	F		18000	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	32000	G	93%	1%	2%	2%	2%	0%	С	NA			35000	•
Bus	To: From:		I-95			}—										
460 (36) Washington St	City of Petersburg	0.24	13000	G	93%	1%	2%	2%	2%	0%	С	0.089	F		14000	
- F- CO	Combined Traffic Estimates for 2 Parallel Roadway		23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	(
	To:		301 Crater F			7		, -								•

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

			iu iiileisie					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. Q
us 60 ( 301 Crater Rd	From: City of Petersburg	0.10	301 Crater <b>8100</b>	Rd <b>G</b>	96%	」 1%	2%	1%	1%	0%	_	0.089	F	0.521	8800	(
60 301 Crater Rd	Combined Traffic Estimates for Parallel Roadways			G	90 /0	1 /0	2 /0	1 /0	1 /0	0 /6	1	NA	'	0.521	NA	•
	Combined Trainic Estimates for Faranci Roadways			XX .1 . C		_						INA			INA	
us ~~~	From:		US US 460													
60 (301) Crater Rd	City of Petersburg	0.96	11000	G	96%	1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	(
	Combined Traffic Estimates for Parallel Roadways		NA			_						NA			NA	
ıs	From:	I-95; BUS U	JS 460 Par, ' 301 Crater		l Rd											
Winfield Rd	City of Petersburg	0.43	1800	G	94%	<b>」</b> 1%	2%	1%	2%	0%	С	0.095	F	0.971	1900	
90)	Combined Traffic Estimates for 2 Parallel Roadways			G								NA			NA	
	To		aintenance B		,	1										
JS	From:					J										
Winfield Rd	City of Petersburg (Maint: 26)	0.09	1800	G	94%	1%	2%	1%	2%	0%	С	0.095	F	0.971	1900	
	Combined Traffic Estimates for 2 Parallel Roadways		<b>1800</b> 460 County	G		7						NA			NA	
			•			<u> </u>										
us	Appenditor County	0.25	R 26, US 46 13000	.0 <b>G</b>	96%	」 0%	2%	0%	1%	0%	С	0.089	F	0.537	13000	
50	Appomattox County				90%	070	270	076	170	0%	C	0.069	Г	0.557	13000	
us	Ta: From:	WO	CL Appomat	ttox		<del></del>										
us 60	Town of Appomattox (Maint: 06)	0.03	13000	N	96%	0%	2%	0%	1%	0%	Ν	0.089	Ν	0.537	13000	
	To:	NCL A	ppomattox,	SR 131		<b>—</b>										
us	Town of Appenditor (Moint, OC)		13000	N	96%	<b>-</b> 0%	2%	0%	1%	0%	N.I	0.089	N	0.537	13000	
60 131	Town of Appomattox (Maint: 06)	0.07			90%	070	270	076	170	0%	N	0.069	IN	0.557	13000	
us	To: From:	SR	131; 06-10	12,		_										
us 60	Town of Appomattox (Maint: 06)	0.71	9400	G	94%	0%	4%	1%	1%	0%	F	0.098	F	0.536	10000	
	To:		SR 131			<b>—</b>										
us 60	From:	0.47		_	0.40/		40/	40/	40/	00/	_	0.007	_	0.575	4700	
60)	Town of Appomattox (Maint: 06)	0.47	4400	G	94%	0%	4%	1%	1%	0%	С	0.087	F	0.575	4700	
us	To: From:	EC	L Appomat	tox												
60 }	Appomattox County	0.58	4400	N	94%	0%	4%	1%	1%	0%	Ν	0.087	Ν	0.575	4700	
	To:		US 460													
orth	From:	U	S 17; SR 16	58												
64) (17)	City of Chesapeake (Maint: 64)	0.14	19000	F	95%	0%	1%	1%	2%	0%	F	0.129	F		22000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	F	95%	0%	1%	1%	2%	0%	F	NA			56000	
.d.	To: From:		I-64			1—										
orth 64)	City of Chesapeake (Maint: 64)	0.64	25000	F	95%	0%	1%	1%	2%	0%	F	0.117	F		29000	
04)	Combined Traffic Estimates for 2 Parallel Roadways			F	95% 95%	0%	1%	1%	2%	0%	F	NA	'		53000	
	Combined Traine Estimates for 2 Farallet Roddways				9J ⁷ /0	∪% <b>⊣</b>	1 70	1 70	∠ 70	U 70	r	INA			55000	
orth	To: From:	US	13 Military l	Hwy												
64)	City of Chesapeake (Maint: 64)	1.06	23000	F	94%	0%	2%	1%	3%	0%	С	0.12	F		27000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	43000	F	93%	0%	2%	1%	3%	0%	С	0.113	В	0.761	50000	
	To	I	reeman Av	e												

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

Jurisdiction  City of Chesapeake (Maint: 64)  problem of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Chesapeake (Maint: 64)	s on this Route:  SR 3 0.76 s on this Route:  0.41 s on this Route:  0.76 s on this Route:	23000 43000 37 Poindext 23000 43000 6CL Norfolk 23000 43000 Main Street 21000	A A er St F F	95% 95% 95% 95% 95%	9% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	2Axle  1% 1%  1%  1%  1%  1%	1% 1% 1% 1% 1% 1%		2Trail 0% 0% 0% 0% 0% 0%	C C F F F	0.163 0.114 0.118 NA	QK A B	Dir Factor	26000 49000 27000 50000	. Q
City of Chesapeake (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  City of Chesapeake (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  To  From:	s on this Route:  SR 3 0.76 s on this Route:  0.41 s on this Route:  0.76 s on this Route:	23000 43000 37 Poindext 23000 43000 GCL Norfolk 23000 43000 Main Street 21000	A A er St F F F	95% 95% 95%	0% 0% 0% 0% 0%	1% 1% 1% 1%	1% 1% 1% 1%	2% 2% 2% 2% 2%	0% 0% 0% 0%		0.163 0.114 0.118 NA	B F		49000 27000 50000	
City of Chesapeake (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  City of Chesapeake (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  To  From:	s on this Route:  SR 3 0.76 s on this Route:  0.41 s on this Route:  0.76 s on this Route:	23000 43000 37 Poindext 23000 43000 GCL Norfolk 23000 43000 Main Street 21000	A A er St F F F	95% 95% 95%	0% 0% 0% 0%	1% 1% 1%	1% 1% 1%	2% 2% 2% 2%	0% 0% 0%		0.114 0.118 NA	B F	0.776	49000 27000 50000	
City of Chesapeake (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  City of Chesapeake (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) Combined Traffic Estimates for 2 Parallel Roadway  To  From:	s on this Route:  SR 3  0.76 s on this Route:  0.41 s on this Route:  0.76 s on this Route:	43000 37 Poindext 23000 43000 GCL Norfolk 23000 43000 Main Street 21000	A er St F F F	95% 95% 95%	0% 0% 0% 0%	1% 1% 1%	1% 1% 1%	2% 2% 2% 2%	0% 0% 0%		0.114 0.118 NA	B F	0.776	49000 27000 50000	
City of Chesapeake (Maint: 64) combined Traffic Estimates for 2 Parallel Roadway  City of Norfolk (Maint: 64) combined Traffic Estimates for 2 Parallel Roadway  Total  City of Norfolk (Maint: 64) combined Traffic Estimates for 2 Parallel Roadway  Total  Traffic Estimates for 2 Parallel Roadway  Total  Traffic Estimates for 2 Parallel Roadway	SR 3 0.76 s on this Route:  0.41 s on this Route:  0.76 s on this Route:	23000 43000 6CL Norfolk 23000 43000 Main Street 21000	F F F	95% 95% 95%	0% 0% 0%	1% 1%	1% 1%	2% 2% 2%	0% 0%	F F F	0.118 NA	F	0.776	27000 50000	-
City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64)	0.76 s on this Route:  0.41 s on this Route:  0.76 s on this Route:	23000 43000 GCL Norfolk 23000 43000 Main Street 21000	F F F	95% 95%	0%	1%	1%	2%	0%	F F F	NA			50000	
City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64)	0.41 s on this Route:  0.76 s on this Route:	43000 GCL Norfolk 23000 43000 Main Street 21000	F F	95% 95%	0%	1%	1%	2%	0%	F F F	NA			50000	
City of Norfolk (Maint: 64) ombined Traffic Estimates for 2 Parallel Roadway  Take Transport  City of Norfolk (Maint: 64) ombined Traffic Estimates for 2 Parallel Roadway  To From:	0.41 s on this Route: 0.76 s on this Route:	23000 43000 Main Street 21000	F F	95%	0%	1%	1%	2%	0%	F F F		F			
ombined Traffic Estimates for 2 Parallel Roadway  Training Traffic Estimates for 2 Parallel Roadway  City of Norfolk (Maint: 64)  Ombined Traffic Estimates for 2 Parallel Roadway  To:  From:	0.41 s on this Route:  0.76 s on this Route:	23000 43000 Main Street 21000	F F		- / -					F F	0.118	F		27000	
ombined Traffic Estimates for 2 Parallel Roadway  Training Traffic Estimates for 2 Parallel Roadway  City of Norfolk (Maint: 64)  Ombined Traffic Estimates for 2 Parallel Roadway  To:  From:	s on this Route: 0.76 s on this Route:	43000 Main Street 21000	F		- / -					F F	0.118	F		27000	
ombined Traffic Estimates for 2 Parallel Roadway  Training Traffic Estimates for 2 Parallel Roadway  City of Norfolk (Maint: 64)  Ombined Traffic Estimates for 2 Parallel Roadway  To:  From:	s on this Route: 0.76 s on this Route:	43000 Main Street 21000	F		- / -					F	0.116	г			
City of Norfolk (Maint: 64) ombined Traffic Estimates for 2 Parallel Roadway	0.76 s on this Route:	Main Street		95%	0% ] <del></del>	1%	1%	2%	0%	-	N I A				
ombined Traffic Estimates for 2 Parallel Roadway  To:  From:	0.76 s on this Route:	21000			<u> </u>					•	NA			50000	
ombined Traffic Estimates for 2 Parallel Roadway  To:  From:	s on this Route:		_		_										_
To: From:		39000	Г	95%	0%	1%	1%	2%	0%	F	0.124	F		24000	
To: From:			F	95%	0%	1%	1%	2%	0%	F	NA			45000	
From: City of Chesapeake (Maint: 64)		I-264			]										
City of Chesapeake (Maint: 64)	U	S 17; SR 16	8												_
	0.18	30000	F	95%	0%	1%	1%	3%	0%	F	0.104	F		33000	
ombined Traffic Estimates for 2 Parallel Roadway	s on this Route:	49000	F	95%	0%	1%	1%	2%	0%	F	NA			56000	
To-		I-64			1										
From:			_							_		_			
• • • • • • •										F		F			
ombined Traffic Estimates for 2 Parallel Roadway	s on this Route:	46000	F	95%	0%	1%	1%	2%	0%	F	NA			53000	
To- From:	US	3 Military I	lwy		}										_
City of Chesapeake (Maint: 64)	0.84	20000	F	93%	0%	2%	1%	4%	0%	С	0.111	F		23000	
, ,			F									•			
To.				0070	70		170	070	070	Ŭ				00000	
From:	FIG	eman Aven	ue		j										
City of Chesapeake (Maint: 64)	2.01	20000	Α	95%	0%	1%	1%	3%	0%	С	0.143	Α		23000	
ombined Traffic Estimates for 2 Parallel Roadway	s on this Route:	43000	Α	95%	0%	1%	1%	2%	0%	С	NA			49000	
To- From:	C	ollector Roa	d		<b>}</b>										
City of Chosanoako (Maint: 64)	0.43	20000		05%	00/-	10/	10/	30/	00/-	_	0 112	_		23000	
, ,			=							'		'			
oribined Trainc Estimates for 2 Parallel Roadway				95%	0%	170	170	270	U%	Г	INA			50000	
To- From:	5	CL Norfolk			<u> </u>										_
City of Norfolk (Maint: 64)	0.36	20000	F	95%	0%	1%	1%	3%	0%	F	0.112	F		23000	
ombined Traffic Estimates for 2 Parallel Roadway	s on this Route:	43000	F	95%	0%	1%	1%	2%	0%	F	NA			50000	
To					<u> </u>										
From:										_					
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ombined Traffic Estimates for 2 Parallel Roadway	s on this Route:	39000	F	95%	0%	1%	1%	2%	0%	F	NA			45000	
	City of Chesapeake (Maint: 64) City of Chesapeake (Maint: 64) City of Chesapeake (Maint: 64) City of Chesapeake (Maint: 64) City of Chesapeake (Maint: 64) City of Chesapeake (Maint: 64) City of Chesapeake (Maint: 64) City of Chesapeake (Maint: 64) City of Chesapeake (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64) City of Norfolk (Maint: 64)	City of Chesapeake (Maint: 64) 0.84 mbined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Chesapeake (Maint: 64) 2.01 mbined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Chesapeake (Maint: 64) 2.01 mbined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Chesapeake (Maint: 64) 0.43 mbined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Norfolk (Maint: 64) 0.36 mbined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Norfolk (Maint: 64) 0.36 mbined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Norfolk (Maint: 64) 0.87	City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 64)  City of Norfolk (Maint: 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City of Norfolk (Maint: 64) 0.87 18000 F	City of Chesapeake (Maint: 64) 0.84 20000 F 93% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 93% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 93% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 A 95% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 A 95% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 95% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 95% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 95% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 95% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 95% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 95% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 95% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 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Parallel Roadways on this Route: 43000 F 95% 0% ombined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 F 95% 0% ombined T	City of Chesapeake (Maint: 64)   0.84   2000   F   93%   0%   2%   2%   2%   2%   2%   2%   2	Table   Parallel Roadways on this Route:   46000   F   95%   0%   1%   1%	City of Chesapeake (Maint: 64)   2.01   20000   F   93%   0%   2%   1%   4%   4%   4%   4%   4%   4%   4	## Distributed Traffic Estimates for 2 Parallel Roadways on this Route: 46000 F 95% 0% 1% 1% 2% 0% 1% 1% 1% 2% 0% 1% 1% 1% 1% 2% 0% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	## Display of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of 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the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the proof of the	## Profile   Traffic Estimates for 2 Parallel Roadways on this Route:   46000   F   95%   0%   1%   1%   2%   0%   F   NA	City of Chesapeake (Maint: 64)   0.84   2000   F   95%   0%   1%   1%   2%   0%   F   NA   1%   1%   2%   0%   F   NA   1%   1%   2%   0%   F   NA   1%   1%   2%   0%   F   NA   1%   1%   1%   1%   1%   1%   1%   1	State   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   C	## Body Complement   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   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## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		FIIIIai y ai	id interste	alc i tot	1100			Tnı	alı			V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	20 Aula	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:		I-95. I-395			1	ZAXIE	3+Axie	TITAL	ZTrall		Factor		Factor		
(495) Capital Beltway	Fairfax County	2.57	88000	F	94%	<b>」</b> 1%	2%	1%	3%	0%	С	0.072	F		88000	F
495) Sapital Boltmay	Combined Traffic Estimates for 2 Parallel Roadways on			F	94%	1%	2%	1%	3%	0%	C	NA	•		172000	F
	To:		520 Braddocl		0.70	~~`		. , 0	0,0	0,0						•
North	From:				0.40/	<b>_</b>	00/	40/	00/	00/	_	0.070	_		00000	_
(495) Capital Beltway	Fairfax County	1.83	86000	F	94%	1%	2%	1%	3%	0%	F	0.078	F		92000	F -
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	168000	F	94%	1%	2%	1%	3%	0%	F	NA			179000	F
North	To: From:	SR 236 l	Little River	Turnpike	2	<b>_</b>										
(495) Capital Beltway	Fairfax County	1.35	92000	F	94%	1%	2%	1%	3%	0%	F	0.081	F		98000	F
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	181000	F	94%	1%	2%	1%	3%	0%	F	NA			193000	F
	To:	29-	650 Gallows	Rd		Ī										
North (495) Capital Beltway	Fairfax County	1.34	75000	G	94%	1%	2%	1%	3%	0%	F	0.075	F		80000	G
495 Capital Beltway	Combined Traffic Estimates for 2 Parallel Roadways on			G	94%	1%	2%	1%	3%	0%	F	NA	'		183000	G
	Combined Traine Estimates for 21 arane roadways of				34 /0	7 / O	2 /0	1 /0	370	0 70	'	INA			103000	O
North	From:		0 Arlington			_										
(495) Capital Beltway	Fairfax County	0.76	106000	G	94%	1%	2%	1%	3%	0%	F	0.072	F		112000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	208000	G	94%	1%	2%	1%	3%	0%	F	NA			222000	G
North	To: From:		I-66			]										
(495) Capital Beltway	Fairfax County	1.82	89000	G	95%	0%	2%	0%	3%	0%	F	0.076	F		94000	G
,	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	182000	G	95%	1%	1%	0%	3%	0%	F	NA			193000	G
	To:	SR	7 Leesburg I	Pike		<b>—</b>										
North	From:				050/		00/	00/	00/	00/	_	0.070	_		00000	•
495 Capital Beltway	Fairfax County	0.93	84000	G	95%	0%	2%	0%	3%	0%	F	0.070	F		89000	G
	Combined Traffic Estimates for 2 Parallel Roadways on			G	95%	1%	1%	0%	3%	0%	F	NA			190000	G
North	To: From:	SR 12	3 Chain Brio	lge Rd												
(495) Capital Beltway	Fairfax County	0.92	86000	G	95%	0%	2%	0%	3%	0%	F	0.076	F		91000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	175000	G	95%	1%	1%	0%	3%	0%	F	NA			186000	G
Nanth	To: From:	SR 20	67 Dulles To	oll Rd		<del></del>										
North (495) Capital Beltway	Fairfax County	1.60	97000	Α	95%	0%	2%	0%	3%	0%	С	0.09	Α		104000	Α
495 Capital Beltway	Combined Traffic Estimates for 2 Parallel Roadways on			A	95%	1%	1%	0%	3%	0%	С	0.084	Α	0.522	211000	Α
	Tool				0070	¬ '/º	170	070	070	070	Ü	0.004	,,	0.022	211000	,,
North	From:		3 Georgetow													
(495) Capital Beltway	Fairfax County	0.98	106000	G	95%	0%	2%	0%	3%	0%	F	0.078	F		112000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	182000	G	95%	1%	1%	0%	3%	0%	F	0.077	F	0.585	194000	G
North	To: From:	George Wash	ington Mem	orial Par	kway	]										
Capital Beltway	Fairfax County	0.49	105000	G	95%	0%	2%	0%	3%	0%	F	0.079	F		112000	G
400)	Combined Traffic Estimates for 2 Parallel Roadways on		196000	G	95%	1%	1%	0%	3%	0%	F	0.076	F	0.548	208000	G
	To:	Maryland St				7				- / -	-		-	,,,,,,		-
		*	,			-										

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

				ale Rol				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
South	From:		I-95, I-395													
495 Capital Beltway	Fairfax County	3.42	85000	F	93%	1%	2%	1%	3%	0%	С	0.07	F		83000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	173000	F	94%	1%	2%	1%	3%	0%	С	NA			172000	F
South	To: From:	29-6	520 Braddocl	k Rd		]—										
Capital Beltway	Fairfax County	1.49	81000	F	93%	1%	2%	1%	3%	0%	F	0.079	F		87000	F
,	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	168000	F	94%	1%	2%	1%	3%	0%	F	NA			179000	F
	Tax	SR 236	Little River	Turnpike	;	1										
outh 95) Capital Beltway	Fairfax County	1.30	89000	F	93%	<b>-</b> 1%	2%	1%	3%	0%	F	0.077	F		96000	F
95) Capital Beltway	Combined Traffic Estimates for 2 Parallel Roadways			F	94%	1%	2%	1%	3%	0%	F	NA	•		193000	
	To:		650 Gallows		0170	۰ <i>٬</i> ۰۰	270	170	070	070					100000	
outh	From: L				000/	40/	00/	40/	00/	00/	_	0.074	_		400000	,
95 Capital Beltway	Fairfax County	0.90	96000	G	93%	1%	2%	1%	3%	0%	F	0.074	F		103000	(
	Combined Traffic Estimates for 2 Parallel Roadways			G	94%	1%	2%	1%	3%	0%	Г	NA			183000	,
outh	To: From:	US 5	0 Arlington	Blvd		_										
95 Capital Beltway	Fairfax County	1.24	102000	G	93%	1%	2%	1%	3%	0%	F	0.073	F		110000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	208000	G	94%	1%	2%	1%	3%	0%	F	NA			222000	(
outh	To: From:		I-66			}—										
95 Capital Beltway	Fairfax County	1.95	93000	G	95%	1%	1%	0%	3%	0%	F	0.08	F		99000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	182000	G	95%	1%	1%	0%	3%	0%	F	NA			193000	(
0.	To: From:	SR	7 Leesburg I	Pike		1—										
outh 195 Capital Beltway	Fairfax County	0.65	95000	G	95%	_ 1%	1%	0%	3%	0%	F	0.075	F		101000	(
195) Supital Bollinay	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	1%	1%	0%	3%	0%	F	NA	•		190000	(
	To		3 Chain Brio			<u> </u>	.,,									
outh	Fairfax County	0.71	90000	G	95%	<b>⊣</b> 1%	1%	0%	3%	0%	_	0.069	F		96000	(
Capital Beltway	Combined Traffic Estimates for 2 Parallel Roadways			G	95% 95%	1%	1%	0%	3%	0%	F	0.069 NA	Г		186000	
	Combined Trainic Estimates for 2 Parallel Roadways				9576	7	1 /0	0 /6	370	0 76	'	INA			100000	,
outh	From:		7 Dulles Tol	I Road												
Capital Beltway	Fairfax County	1.95	100000	Α	95%	1%	1%	0%	3%	0%	С	0.081	Α		107000	,
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	197000	Α	95%	1%	1%	0%	3%	0%	С	NA			211000	
outh	To: From:	SR 19	3 Georgetow	n Pike		]										
95 Capital Beltway	Fairfax County	0.61	76000	G	95%	1%	1%	0%	3%	0%	F	0.076	F		82000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	182000	G	95%	1%	1%	0%	3%	0%	F	NA			194000	(
outh.	To: From:	George Wash	ington Mem	orial Par	kway	]——										
outh 195 Capital Beltway	Fairfax County	0.48	91000	G	95%	1%	1%	0%	3%	0%	F	0.074	F		97000	(
+90) Capital Boltway	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	1%	1%	0%	3%	0%	F	NA	•		208000	(
	To:		ate Line, Po			٦ ' '	1 /0	0 /0	370	0 /0	'	1 1/-1			200000	•

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-		Primary ar	na Intersta	ate Rou	ites											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
TOULG	Julianicion				71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QΙ	Factor	ACMIDI	Q V V
	From:		Carolina Stat		050/	10/	40/	00/	20/	00/	F	0.000	F	0.004	4400	_
[501]	Halifax County	2.46	4100	G	95%	1%	1%	0%	2%	0%	F	0.082	F	0.601	4100	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Holifov County	2.04	SR 96 <b>4600</b>	G	95%	10/	10/	0%	2%	0%	F	0.000	F	0.540	4700	
501	Halifax County	3.84		G	95%	1%	1%	0%	270	0%	Г	0.082	Г	0.542	4700	G
	To: From:	4.04	41-658		95%	40/	40/	00/	20/	0%		0.00		0.547	0000	
501	Halifax County	4.64	6200	G	95%	1%	1%	0%	2%	0%	F	80.0	F	0.517	6200	G
	Ta: From:		SCL South		050/	40/	40/	00/	00/	00/		0.000		0.500	10000	
501	Town of South Boston	0.46	18000	G	95%	1%	1%	0%	2%	0%	С	0.090	F	0.588	18000	G
	To: From:		CL South B		0=0/		101	201		201				<u> </u>	10000	
501 Main St	Town of South Boston	0.07	17000 Broad St	G	95%	1% 7	1%	0%	2%	0%	F	0.093	F	0.547	19000	G
	From:		Main St													
501 Broad St	Town of South Boston	0.09	7400	G	95%	1%	1%	0%	2%	0%	F	0.089	F		8000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	14000	G	95%	1%	1%	1%	2%	0%	F	NA			15000	G
	To: From:		Seymour Dr			 										
501 Broad St	Town of South Boston	0.22	8200	G	95%	1%	1%	0%	2%	0%	С	0.088	F		8900	G
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	18000	G	95%	1%	1%	1%	2%	0%	С	NA			20000	G
	To: From:	SR	129 N Mair	ı St]										
501 Broad St	Town of South Boston	0.26	6900	G	95%	1%	1%	0%	2%	0%	F	0.091	F		7500	G
\hookrightarrow	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	16000	G	95%	1%	1%	1%	2%	0%	F	NA			17000	G
~~~	Ta: From:	1:	30-6 Third S	St		]										
501 Broad Street Ext.	Town of South Boston	0.18	6100	G	95%	1%	2%	0%	2%	0%	С	0.089	F		6600	G
	Ta: From:	134-4	1700 Edmun	ds St		]										
501 Broad Street Ext.	Town of South Boston	0.24	6200	G	95%	1%	2%	0%	2%	0%	F	0.090	F		6700	G
$\hookrightarrow$	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	18000	G	94%	1%	1%	1%	2%	0%	F	NA			20000	G
~~~	To: From:		Webster St			]										
501 Broad Street Ext.	Town of South Boston	0.68	16000	G	95%	1%	2%	0%	2%	0%	F	0.086	F	0.546	17000	G
	To: From:		702 Hamilton Iamilton Blv													
501 Halifax Rd	Town of South Boston	0.69	18000	G	95%	」 1%	2%	0%	2%	0%	F	0.086	F	0.513	19000	G
301)	To:		CL South B					- , .		- , -						
(FO1)	From: Town of South Boston	0.79	19000	G	95%	1%	2%	0%	2%	0%	F	0.087	F	0.557	19000	G
[501]	Town of Court Booton	0.70			0070	۰٬٬۰	270	070	270	070	•	0.001	•	0.007	10000	Ū
(504)	Town of South Boston	0.38	N SR 129 21000	G	94%	1%	1%	1%	2%	0%	С	0.087	F	0.587	21000	G
501	- I				O-7 /0	1 /0 1	1 /0	1 /0	- /0	U /U	5	0.007	•	0.007	21000	5
	Halifax County	0.36	L South Bos 12000	ston G	93%	0%	3%	0%	4%	0%	С	0.077	F	0.514	12000	G
501	i iailiax Coulity				93 /0	7	J /0	U /0	→ /0	U /0	C	0.077	'	0.514	12000	G
	Tours of Holifox (Mariet 44)		SCL Halifax	G	050/	00/	10/	00/	20/	00/		0.070	F	0.564	12000	
501	Town of Halifax (Maint: 41)	1.56	12000 S SR 360	G	95%	0% 7	1%	0%	3%	0%	С	0.076	F	0.561	12000	G
	IV.		9 SV 200													

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Pilillary a	ii iii iii ii ii					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~ <u>~</u>	From:	2.70	S SR 360	_	0.40/	101	407	407	001	007	_	0.077	_	0.507	40000	-
501 360	Town of Halifax (Maint: 41)	0.78	10000	G	94%	1%	1%	1%	2%	0%	F	0.077	F	0.597	10000	G
501	Town of Halifax (Maint: 41)	0.67	N SR 360 4500	G	84%	1%	6%	1%	8%	0%	F	0.079	F	0.596	4500	G
	Tac		ECL Halifax			1—										
501	Halifax County	6.56	4500	N	84%	1%	6%	1%	8%	0%	N	0.079	N	0.596	4500	N
501	Halifax County	5.90	41-642 3600	G	84%	1%	6%	1%	8%	0%	С	0.082	F	0.608	3600	G
	Tallex County		41-603		0170		070	170	070	070		0.002	·	0.000		
501	Halifax County	2.52	3100	G	84%	1%	6%	1%	8%	0%	F	0.078	F	0.517	3200	G
	To- From:		41-645]										
501	Halifax County	4.90	3500	G	85%	1% ¬	3%	1%	9%	0%	С	0.078	F	0.557	3500	G
(501) (40)	From: Halifax County	0.97	SR 40 5700	G	90%	0%	2%	1%	7%	0%	С	0.082	F	0.536	5800	G
(301) (40)	To:	Cam	pbell County													
(501) (40)	Campbell County	0.09	fax County 1	C G	90%	0%	2%	1%	7%	0%	F	0.079	F	0.528	6000	G
	To- From:		CL Brookne		222/		201	40/		201						
(501) (40)	Town of Brookneal (Maint: 15)	0.76	6000 SR 40	N	90%	0% ¬	2%	1%	7%	0%	N	0.079	N	0.528	6000	N
(501)	Town of Brookneal (Maint: 15)	1.52	6200	G	89%	0%	2%	1%	7%	0%	С	0.082	F	0.626	6200	G
	To- From:		CL Brookne]										
[501]	Campbell County	1.40	6200	N	89%	0%	2%	1%	7%	0%	N	0.082	N	0.626	6200	N
(501) (501)	Taa- From: Campbell County	3.48	15-633 4900	G	89%	0%	2%	1%	7%	0%	F	0.084	F	0.572	4900	G
(501)	To.	0.40	15-917		00 70	7	2 /0	1 70	7 70	070	ļ	0.004	'	0.072	4300	0
501	Campbell County	4.79	5000	G	85%	1%	4%	1%	9%	0%	С	0.082	F	0.579	5000	G
	To- From:		15-761]					_					
501	Campbell County	8.33	6000	G	89%	0% ¬	2%	1%	7%	0%	F	0.085	F	0.647	6000	G
501 24	Campbell County	0.92	W SR 24 10000	G	97%	0%	1%	0%	2%	0%	F	0.084	F	0.585	9900	G
<u> </u>	Tac		E SR 24			1—										
501	Campbell County	4.15	8700	Α	97%	0%	1%	0%	2%	0%	С	0.11	Α	0.659	9600	Α
501	Campbell County	2.82	15-670 9700	G	97%] 	1%	0%	2%	0%	F	0.094	F	0.689	9700	G
	Tax	S	CL Lynchbu	rg		1										
(501) Campbell Ave	City of Lynchburg	0.99	15000	G	97%	0%	1%	0%	2%	0%	F	0.095	F	0.709	15000	G
	To		US 460			<u> </u>										

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

				4.7.			Tru	ıck			K	014	Dir	4 A14/DT	014/
Route	Jurisdiction	Length AA I	DI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	US		000/		40/	40/	40/	00/		0.400		0.50	00000	
[501][460]	City of Lynchburg (Maint: 15)	2.36 <b>250</b>		93%	_ 0% ¬	1%	1%	4%	0%	С	0.106	Α	0.52	26000	Α
	From:	US :			1										
501	City of Lynchburg	0.59 <b>210</b>		94%	1%	2%	1%	2%	0%	F	0.092	F	0.601	22000	G
<u>(601)</u>	To:	SR 128 Ma													
(501) (128) Candler Mtn Rd	From: City of Lynchburg	0.40 <b>360</b>		94%	1%	2%	1%	2%	0%	F	0.085	F	0.519	38000	G
(301) (128) Carace Will 14	To:	US 29 Lynchbu			٦ ' ٪	270	170	270	070	•	0.000	•	0.010	00000	Ŭ
	From:	US 29 LYNCI													
501 29 Lynchburg Expressway	City of Lynchburg	0.34 <b>460</b>	00 N	91%	0%	2%	1%	5%	0%	Ν	0.092	Ν	0.575	47000	Ν
$\bigcirc$	To-	WARDS I	DEXIT		<b></b>										
501 Lynchburg Expressway	City of Lynchburg	1.51 <b>400</b>		94%	1%	2%	1%	2%	0%	С	0.107	F	0.681	42000	G
(901) = ,					_										
CONTRACTOR FURNISHED FOR	From:	Timberl		0.40/	40/	20/	40/	20/	00/	F	0.000	_	0.514	40000	
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>380</b>	00 G	94%	1%	2%	1%	2%	0%	F	0.089	F	0.514	40000	G
~~~	To: From:	Graves 1			_										
(501) Lynchburg Expressway	City of Lynchburg	1.24 300	00 G	94%	1%	2%	1%	2%	0%	F	0.088	F	0.505	32000	G
<u> </u>	To	Lakesi	de Dr		1										
501 Lynchburg Expressway Ext	City of Lynchburg	1.54 120		92%	1%	3%	1%	3%	0%	С	0.085	F	0.545	13000	G
	Tax	Wigging	4 D.J												
501 Lnchburg Expressway	From: ☐ City of Lynchburg	1.86 120		92%	1%	3%	1%	3%	0%	F	0.086	F	0.679	12000	G
501) Enonburg Expressivaly	To:	Boonsb		0270	ק '″	070	170	070	070	•	0.000	•	0.070	12000	Ŭ
	From:	Lynchburg F													
(501) Boonsboro Rd	City of Lynchburg	1.80 930	00 G	94%	0%	2%	0%	3%	0%	С	0.092	F	0.602	9800	G
	To:	WCL Lv	nahhura												
(501)	Bedford County	3.64 29 0		94%	- 0%	2%	0%	3%	0%	F	0.101	F	0.505	2900	G
501	Bearing Search			0+70	7	270	070	070	070	•	0.101	•	0.000	2000	Ü
~~	From:	09-6		0.40/		00/	00/	00/	00/		0.007	_	0.550	0700	
501	Bedford County	6.32 27 0	00 G	94%	0%	2%	0%	3%	0%	F	0.097	F	0.558	2700	G
	To: From:	SR 1													
501	Bedford County	4.33 15 0	00 G	80%	1%	4%	2%	14%	0%	С	0.094	F	0.578	1500	G
<u> </u>	To:	Amherst Co													
~~~	Amborot County	Bedford Co		900/	10/	40/	20/	140/	00/	_	0.001	F	0.504	1600	0
501	Amherst County	0.14 <b>16</b> 0	00 G	80%	1%	4%	2%	14%	0%	Г	0.091	Г	0.584	1600	G
~~~	To: From:	SR 1													
(501)(130 <i>)</i>	Amherst County	3.94 17 0		80%	1%	6%	1%	12%	0%	С	0.089	F	0.503	1700	G
~ ·	To:	Rockbridge (_										
	Pookbridge County	Amherst Co		700/	」 1%	40/	10/	160/	0%	С	0.005	F	0.566	1600	C
(501) (130)	Rockbridge County	2.43 16 0	00 G	78%	1%	4%	1%	16%	U%	C	0.085	Г	0.566	1600	G
~~~	To: From:	SR 1			_										
501	Rockbridge County	6.34 <b>39</b> 0		92%	0%	2%	1%	5%	0%	С	0.081	F	0.72	3900	G
<u> </u>	To:	SCL Bue	na Vista												

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	nd Intersta	ate Rou	ites											
						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SC	L Buena Vi	sta		1										
501 Magnolia Ave	City of Buena Vista	0.97	4200	G	92%	1%	3%	1%	4%	0%	С	0.106	F	0.576	4400	G
30.7	Tool		2N14 C4			1										
501 Magnolia Ave	From:L City of Buena Vista	1.09	2Nd St 12000	G	95%	0%	2%	1%	2%	0%	С	0.108	F	0.560	12000	G
501 Magnolia Ave	City of Bueria vista	1.09	12000	G	95%	U% _	Z70	1 70	270	0%	C	0.106	F	0.560	12000	G
~~~	To- From:		15Th St			<b>_</b>										
501 Magnolia Ave	City of Buena Vista	0.71	10000	G	96%	0%	1%	1%	2%	0%	С	0.110	F	0.554	11000	G
<u> </u>	To-		25Th St			1										
501 Park Ave	City of Buena Vista	0.28	8300	G	96%	0%	1%	1%	2%	0%	С	0.098	F	0.632	8800	G
501)	To:		Beech Ave			1										
~~~	From:		Park Ave													
501 Beech Ave	City of Buena Vista	0.12	14000	G	92%	1%	3%	1%	4%	0%	F	0.092	F	0.585	15000	G
<del>~</del>	To:		29Th St													
	From		Broad St													
δρ1 Main St	Town of South Boston	0.07	6900	G	94%	0%	1%	1%	3%	0%	F	0.089	F		7500	G
<u>\$</u> 1.)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	14000	G	95%	1%	1%	1%	2%	0%	F	NA			15000	G
	то					7										
δρ1 Main St	From: L  Town of South Boston	0.18	Seymour Dr 10000	G	94%	0%	1%	1%	3%	0%	С	0.087	F		11000	G
501 Wall St	Combined Traffic Estimates for 2 Parallel Roadways												'			
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	18000	G	95%	1%	1%	1%	2%	0%	С	NA			20000	G
~~~	To- From:		129 N Mair			<b>_</b>										
501 Wilborne Ave	Town of South Boston	0.26	8600	G	94%	0%	1%	1%	3%	0%	F	0.093	F	0.549	9300	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	16000	G	95%	1%	1%	1%	2%	0%	F	NA			17000	G
	To- From-		Third St			 										
501 Wilborne Ave	Town of South Boston	0.57	12000	G	94%	0%	1%	1%	3%	0%	F	0.09	F	0.649	13000	G
<u>\$.</u>)	To:		US 501			1										
ALT	From:		Park Ave			Ī										
501 Beech Ave	City of Buena Vista	0.37	6600	G	96%	0%	2%	1%	1%	0%	С	0.094	F	0.529	7000	G
501)200017110	ony of Buona viola	0.07			0070	7	_,0	170	170	070	Ŭ	0.001	•	0.020	7 000	Ŭ
ALT	From:		22Nd St													
Sycamore Ave	City of Buena Vista	0.38	3800	G	93%	1%	2%	3%	2%	0%	С	0.096	F	0.516	4100	G
	To		18Th St													
ALT	From:		ycamore Av													
501 18th Street	City of Buena Vista	0.03	2600	G	93%	1%	2%	3%	2%	0%	F	0.099	F	0.656	2800	G
~	Ta-		16Th St													
Bus Bus	From:		US 460													
501 (460 Campbell Ave	City of Lynchburg	0.23	19000	G	95%	1%	2%	1%	2%	0%	F	0.096	F	0.608	20000	G
	Too		Florida Ave			1										
Bus Bus	From:					_		401	os :	051	_		_			_
501 (460 Campbell Ave	City of Lynchburg	0.48	18000	G	95%	1%	2%	1%	2%	0%	F	0.09	F	0.606	19000	G
	To:	N	Mayflower D	r		1										
Bus Bus Comphell Ave	City of Lynchhy				050/	10/	20/	10/	20/	00/	C	0.151	F	0.700	10000	0
501 460 Campbell Ave	City of Lynchburg	0.88	18000	G	95%	1% 7	2%	1%	2%	0%	С	0.151	F	0.729	19000	G
	10:		Kemper St			1										

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deute	lunia di ati an	l au adla	AADT		4T:	Dura		Tru	ıck			K	OK	Dir	A A)A/DT	014/
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
Bus Bus	From:		ampbell Ave		050/	10/	00/	40/	00/	00/	_	0.005	_	0.505	10000	•
501 460 Kemper St	City of Lynchburg	0.34	12000 burg Expres	G	95%	_ 1% ¬	2%	1%	2%	0%	F	0.085	F	0.585	13000	G
Bus Bus	From:	Lynch	US 221	ssway		+										
(501)(221)(460) Kemper St	City of Lynchburg	0.41	11000	G	92%	2%	4%	1%	2%	0%	С	0.083	F	0.604	12000	G
	To:		TH STREE													
Bus Bus 501 221 460 12th Street	City of Lynchburg	0.18	6027; 118-6 12000	6031 G	95%	」 1%	2%	0%	1%	0%	F	NA			13000	G
501 221 460 12th Street	City of Eyrichburg				93 /6	1 /0	2 /0	0 /0	1 /0	0 /6	'	INA			13000	G
Bus	From:	ŀ	FORT AVE													
(501) Campbell Ave	City of Lynchburg	0.23	9300	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.675	9900	G
Pug	To- From:		Park Ave			}										
Bus (501) Langhorne Rd	City of Lynchburg	0.27	9900	G	98%	- 1%	1%	0%	0%	0%	F	0.086	F	0.671	11000	G
(301) = 3.13.13.13.13	To.					٦	. , 0	0,0	0,0	• 70	•	0.000	•	0.0		
Bus	From:		lemorial Av													
(501) Langhorne Rd	City of Lynchburg	0.29	20000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.533	21000	G
Bus	To- From:]	Murrell Rd]—										
501 Langhorne Rd	City of Lynchburg	1.06	16000	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.688	17000	G
	To-		Hill St			1										
Bus	From				2221		407	221	201	221	_		_		10000	
501 Langhorne Rd	City of Lynchburg	0.47	12000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.846	13000	G
Bus	To: From:	(Cranehill Dr	r		_										
(501) Langhorne Rd	City of Lynchburg	1.37	9500	G	95%	1%	2%	0%	1%	0%	С	0.084	F	0.539	10000	G
	To		ermont Terr													
Bus (501) Rivermont Terrace	City of Lynchburg	0.25	anghorne Ro	d G	95%	1 %	2%	0%	1%	0%	F	0.095	F	0.582	6100	G
501 Rivernioni Terrace	Tay Or Eyriciburg		vermont Av		93 /6	7	2 /0	0 /6	1 /0	0 /6	1	0.095	'	0.302	0100	G
Bus	From:		ermont Terr													
(501) Rivermont Ave	City of Lynchburg	0.44	18000	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.600	19000	G
	To- From-		Link Rd			1										
Bus (501) Boonsboro Rd	City of Lynchburg	0.76	14000	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.636	15000	G
(301) 2001/02010 110	only of Lyndhibarg					٦	170	070	170	070	•	0.000	•	0.000	10000	Ü
Bus	From:		ents Ferry R													
(501) Boonsboro Rd	City of Lynchburg	1.75	12000	G	97%	0%	1%	0%	1%	0%	С	0.086	F	0.542	13000	G
	In:	Lynch	burg Expres	ssway												
	Poukston County	4.00	US 60		040/	10/	40/	20/	20/	00/	_	0.440	F	0.745	6000	0
(522)	Powhatan County	4.82	6200	G	94%	1%	1%	2%	3%	0%	С	0.113	г	0.715	6200	G
	From:	4.00	72-711	_	0.40/	40/	40/	00/	00/	00/		0.44	_	0.700	0000	
522	Powhatan County	4.00	6800	G	94%	1% 7	1%	2%	3%	0%	F	0.11	F	0.762	6800	G
	From:		land County atan County			1										
(522)	Goochland County	0.38	6800	F	94%	1%	1%	2%	3%	0%	F	0.123	F	0.703	7000	F
	To:		S SR 6													

7/15/2004

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

Doute	Louis attation	141-	AADT	^^	4T:	D		Tru	ıck		- 00	K	01/	Dir	4 A14/DT	- 014/
Route	Jurisdiction	Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(522) (6)	Goochland County	1.74	S SR 6 7900	F	94%	1%	1%	1%	3%	0%	F	0.085	F	0.571	8000	F
<u>~ ~ ~ </u>	To: From:		N SR 6			}—										
522	Goochland County	6.24	4200	F	94%	1% 7	1%	1%	3%	0%	С	0.095	F	0.531	4300	F
	From:		sa County Li land County l													
522	Louisa County (Maint: 37)	0.35	4500	F	94%	1%	1%	2%	3%	0%	F	0.096	F	0.623	4600	F
(522)	Louisa County	0.52	US 250 5500	G	95%	1%	2%	1%	3%	0%	С	0.103	F	0.721	5500	G
	To: From:		I-64]										
522	Louisa County	8.52	3000	G	92%	2%	3%	1%	3%	0%	F	0.109	F	0.715	3000	G
	To- From:	2.22	54-648		222/]		101	001	201		2 121			2122	
522 Cross County Rd	Louisa County	6.32	2200	G	92%	2%	3%	1%	3%	0%	С	0.101	F	0.532	2100	G
522 (33) Jefferson Hwy	Louisa County	US 33 0.66	3 Jefferson H 5300	Iwy G	97%	0%	2%	0%	1%	0%	F	0.09	F	0.58	5300	G
[522] [33] Jefferson Hwy	Eouisa Godinty				31 /0	7	270	0 70	170	0 70	•	0.00	'	0.00	3300	J
(522) Pendelton Rd	Louisa County	3.19	3 Jefferson H 4400	G	94%	0%	2%	1%	3%	0%	С	0.093	F	0.545	4300	G
~~	To: From:		CL Mineral			}										
Pendelton Rd	Town of Mineral (Maint: 54)	0.66	4400	N	94%	0%	2%	1%	3%	0%	Ν	0.093	Ν	0.545	4300	N
~~	To- From:	0.00	SR 22		0.40/		00/	40/	00/	00/	F	0.000		0.504	0000	
(522) (208)	Town of Mineral (Maint: 54)	0.39	3300	G	94%	0%	2%	1%	3%	0%	Г	0.083	F	0.524	3300	G
(522) (200)	Louisa County	5.04	CL Mineral	N	94%	0%	2%	1%	3%	0%	N	0.083	N	0.524	3300	N
(522) (208)	Eouisa Godinty	3.04	SR 208		J+70	7	270	1 70	370	0 70	11	0.000	11	0.024	3300	
522	From: Louisa County	3.72	2200	G	94%	0%	2%	1%	3%	0%	F	0.1	F	0.550	2200	G
<u> </u>	To:		vania County	/ Line		1										
(===)	Spotsylvania County	Louis 1.01	sa County Li 2200	G G	87%] 1%	4%	2%	6%	0%	С	0.088	F	0.568	2200	G
522	Spotsylvania County	1.01		<u> </u>	01 /0	1 /0 7	4 /0	2 /0	0 /0	0 /0	C	0.000	'	0.500	2200	G
(533)	Spotsylvania County	0.94	88-612 2000	G	87%	1%	4%	2%	6%	0%	F	0.088	F	0.504	2100	G
522	To:	Orang	ge County Li	ine	0.70	1	170	270	070	070		0.000	·	0.001	2100	
~~	From:		vania County		040/]	00/	00/	5 0/	00/		0.004	_	0.040	0000	
522	Orange County	8.87	2000	G	91%	0%	2%	2%	5%	0%	С	0.084	F	0.612	2000	G
(522)	Orange County	6.84	SR 20 3800	G	91%	0%	2%	2%	5%	0%	F	0.084	F	0.654	3800	G
522	To:	Culpe	per County L	Line	3.70						•	0.001	•	3.001		
	From:		ge County Li	ine G	91%	0%	2%	20/	E 0/	0%	F	0.002	F	0.65	2700	G
522	Culpeper County	0.09	3700	G	91%	U% 7	۷%	2%	5%	U%	٢	0.092	Г	0.65	3700	G
	Culpeper County	6.27	23-647 3700	G	92%	1%	3%	1%	3%	0%	F	0.092	F	0.676	3800	G
522	To:		N 23-652		J2 /0	7	3 /0	1 /0	J /0	O /0	'	0.032	•	0.070	5500	J

7/15/2004

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

		Pililaly al						Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		N 23-652			1	2, 1110	J./ IAIC	iiiaii	LITUII		1 40101		1 40101		
522	Culpeper County	0.92	5500	G	92%	1%	3%	1%	3%	0%	С	0.093	F	0.603	5500	G
	To		SR 3													
(522)(3)	From: L Culpeper County	0.66	12000	G	92%	1%	3%	1%	4%	0%	С	0.084	F	0.574	12000	G
(322) (3)	- Calpoper County				0270	7	070	170	470	070	Ü	0.004	•	0.014	12000	Ü
Cormonno Highway	Town of Culpanar	0.96	CL Culpepe 8200	er G	92%	1%	3%	1%	2%	0%		0.091	F	0.566	8900	G
522 3 Germanna Highway	Town of Culpeper		Bus Orange		92%	170 7	3%	170	270	0%	С	0.091	Г	0.566	0900	G
Bus	From:		RT 15 BUS													
522 (15) Germanna Highway	Town of Culpeper	0.12	5700	G	96%	1%	2%	1%	1%	0%	С	0.092	F	0.536	6100	G
322 (13)	To:	MA	IN STREE	T S		1										
Bus Bus	From:		ANNA HIG													
(522) (15) (29) Main Street	Town of Culpeper	0.85	18000	G	96%	1%	2%	1%	1%	0%	С	0.071	F	0.53	20000	G
\bigcirc	To:		US 15 BUS													
Evans Street	Town of Culpoper	0.08	Bus West 11000	Street	95%	J 0%	2%	1%	1%	0%	С	0.078	F	0.586	12000	G
522 Evans Street	Town of Culpeper		in Street W		95%	U% 7	270	170	170	0%	C	0.076	Г	0.560	12000	G
	From:		West Street													
Sperryville Pike	Town of Culpeper	1.44	10000	G	95%	0%	2%	2%	1%	0%	С	0.083	F	0.588	11000	G
(322)	To	***	or a i			7										
	Culpaper County	7.34	CL Culpep 6300	er G	95%	1%	2%	1%	1%	0%	С	0.091	F	0.619	6400	G
522	Culpeper County	7.34	6300	G	95%	170	270	1 70	170	0%	C	0.091	Г	0.019	0400	G
	To: From:		23-707			<u> </u>										
522	Culpeper County	0.93	2200	G	95%	1%	2%	1%	1%	0%	F	0.088	F	0.612	2300	G
<u></u>	To:		annock Cou													
(500)	Rappahannock County	4.67	eper County 2000	F Line	95%	」 1%	2%	1%	1%	0%	E	0.094	F	0.524	2100	F
522	rappanamock County	4.07			3370	1 /0	2 /0	1 /0	1 /0	0 70	'	0.034	'	0.524	2100	'
	To: From:		78-618			J					_		_			
522	Rappahannock County	4.02	1900	F	95%	1%	2%	1%	1%	0%	F	0.092	F	0.511	2000	F
	From:	SD 2	SR 231 31 Ft Valle	v Pd												
Sperryville Pike	Rappahannock County	0.77	3500	F	92%	」 1%	2%	1%	4%	0%	С	0.085	F	0.570	3500	F
(322) 66617 11116	. tappana.meen eeanty					٠,,٠	_,,	.,,	.,0	0,0	Ū	0.000	•	0.0.0	0000	•
	To:		S 211 Lee I	_	000/	40/	40/	00/	20/	00/	F	0.000	_	0.500	F200	
[522][211]	Rappahannock County	4.62	5100	F	96%	1%	1%	0%	2%	0%	F	0.088	F	0.522	5200	F
~~~	To- From:	US 211 BUS SO	OUTH OF V	VASHIN		]										
(522)(211)	Rappahannock County	0.68	5500	F	96%	1%	1%	0%	2%	0%	F	0.095	F	0.587	5700	F
<del></del>	To: From:	C	L Washingto	on		1										
(522)(211)	Town of Washington (Maint: 78)	0.02	5500	N	96%	1%	1%	0%	2%	0%	Ν	0.095	Ν	0.587	5700	Ν
	Tax	C	L Washingto	on		<b></b>										
522 (211)	From:L Rappahannock County	0.39	5500	N N	96%	1%	1%	0%	2%	0%	N	0.095	N	0.587	5700	N
(322)(211)	rappanamook oddity					7	170	0 /0	270	0 /0		3.000	. •	3.007	0,00	
	To- From:		1 East of W			101	407	001	OC.	001		0.004	_	0.511	0000	
[522][211]	Rappahannock County	2.38	6100	F	96%	1%	1%	0%	2%	0%	F	0.094	F	0.511	6200	F
<del></del>	lo:	NU	S 211 Lee I	Hwy												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillially al						Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	NU	JS 211 Lee	Hwy		1										
522	Rappahannock County	2.82	3300	F	94%	1%	2%	2%	1%	0%	F	0.087	F	0.532	3300	F
	To		N 78-641			1										
522	Rappahannock County	7.26	3600	F	94%	1%	2%	2%	1%	0%	С	0.099	F	0.531	3700	F
	To:		ren County													
~~~	From:		annock Cou	_	070/		40/	00/	40/	00/	_	0.00=	_	0.500	0000	_
[522]	Warren County	3.77	8000	G	97%	0%	1%	0%	1%	0%	С	0.087	F	0.569	8200	G
~~~	To- From:		CL Front Ro	-		]										
(522) Chester Gap Rd	Town of Front Royal	0.60	8600	G	97%	0%	1%	1%	1%	0%	С	NA			8600	G
<del></del>	To- From:		Criser Rd			]——										
522 Chester Gap Rd	Town of Front Royal	0.35	11000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.627	11000	G
<u> </u>	Tac	S	R 55 South	St		7										
(522) Commerce Ave	Town of Front Royal	0.47	23000	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.517	23000	G
022	Tar		Main St													
522 Commerce Ave	Town of Front Royal	0.74	16000	G	97%	0%	1%	0%	1%	0%	С	0.086	F	0.516	17000	G
(322) GOMMING GE 7 WE	10W101110Ht1toyal				0170	7	170	0 70	170	070	Ü	0.000	•	0.010	17000	O
Commerce Ave	Town of Front Royal	0.35	14000	Rd <b>G</b>	97%	0%	1%	0%	1%	0%	F	0.084	F	0.505	14000	G
522 Commerce Ave	Town of Front Royal				97%		170	0%	170	0%	Г	0.064	Г	0.505	14000	G
	From:		0 North Ro ommerce A			1										
522 340 55 North Royal Ave	Town of Front Royal	0.35	24000	G	96%	0%	1%	1%	1%	0%	С	0.080	F	0.527	24000	G
	To:		14th St			1										
~~~	From:		orth Royal A													
(522)(340)(55) 14th Street	Town of Front Royal	0.24	22000	G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	22000	G
**	To:	Sh	enandoah <i>A</i> 14th St	Ave		-										
522 340 55 Shenandoah Ave	Town of Front Royal	0.34	26000	G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.505	27000	G
522 340 55 Shenandoah Ave	Town of Front Royal				30 /0	7 0 70	1 70	1 /0	1 /0	0 70	'	0.003	'	0.505	27000	O
	From		CL Front Ro		2001		10/	40/	407	201						
522 340 55 Shenandoah Ave	Warren County	0.45	26000	N	96%	0%	1%	1%	1%	0%	N	0.083	N	0.505	27000	N
~~~	To- From:		SR 55 Wes			}										
(522)(340) Shenandoah Ave	Warren County	0.22	24000	G	95%	1%	1%	1%	2%	0%	F	0.082	F	0.542	25000	G
<u> </u>	To	Old 1	NCL Front	Royal		7										
(522)(340)	Warren County	0.83	23000	G	95%	1%	1%	1%	2%	0%	С	0.083	F	0.558	23000	G
	Too		I-66			<b>—</b>										
(522)(340)	Warren County	1.28	21000	G	85%	1%	1%	1%	12%	0%	С	0.079	F	0.532	21000	G
(322)(340)						<i>.</i> ,	.,,	.,,	,,	• , ,	•	5.5.5	•	J. 505_		•
	Worren County		527 Relianc		020/	10/	20/	20/	120/	00/		0.000		0.500	10000	
[522][340]	Warren County	2.81	19000	G	83%	1%	2%	2%	13%	0%	С	0.082	F	0.509	19000	G
~~~~	To: From:		93-802											_		
(522)(340)	Warren County	0.30	17000	G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
<u>~~~</u>	Tor	Frede	erick Count	y Line												

2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			THE STATE TO				Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
Front Bourd Biles	From:		County Line	0.40/	40/	40/	40/	400/	00/	_	0.000	_	0.500	40000	
522 340 Front Royal Pike	Frederick County (Maint: 93)		17000 G	84%	1% 7	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
	From:		ck County Line		1										
522 (340) Front Royal Pike	Warren County	0.39	17000 G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
	To:		ck County Line												
Front Bourd Biles	From:		County Line	0.40/		40/	40/	400/	00/	_	0.000	_	0.500	40000	_
522 340 Front Royal Pike	Frederick County (Maint: 93)		17000 G	84%	1% 7	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
	From:		ck County Line												
522 340 Front Royal Pike	Warren County		17000 G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
325)(010)	Ta·	Clarke	County Line												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		County Line		J					_		_			_
522 340 Front Royal Pike	Clarke County (Maint: 93)	1.79 ′	17000 G	84%	1%	1%	1%	13%	0%	С	0.083	F	0.528	18000	G
	To: From:	US 340; SR 2	77 Double Toll C	ate	}—										
522 Front Royal Pike	Clarke County (Maint: 34)		13000 G	86%	1%	1%	1%	11%	0%	F	0.079	F	0.524	14000	G
<u> </u>	To:		ck County Line												
522 Front Royal Pike	Frederick County		County Line	86%	」 1%	1%	1%	11%	0%	С	0.086	F	0.505	14000	G
522 TOTIL ROYALT IKE	Tredefick County				7 70	1 /0	1 /0	11/0	0 70	C	0.000	'	0.303	14000	O
Canat David Biles	From L		acedonia Church		40/	40/	40/	440/	00/		0.004		0.500	45000	
522 Front Royal Pike	Frederick County	2.41	15000 G	86%	1%	1%	1%	11%	0%	F	0.081	F	0.536	15000	G
~~~	To: From:		N; Papermill Rd		}										
522 Front Royal Pike	Frederick County		14000 G	86%	1%	1%	1%	11%	0%	F	0.077	F	0.554	14000	G
	To:		Millwood Pike 50 Millwood Pik												
522 (50) (17) Millwood Pike	Frederick County		19000 G	91%	1%	4%	2%	2%	0%	С	0.084	F	0.603	20000	G
522 50 17 Millwood Pike	r reaction dounty			3170	7	770	270	2 /0	070	O	0.004	•	0.000	20000	J
Millioned Ave	From:		Winchester	96%		40/	40/	40/	00/		0.000	F	0.000	20000	
522 50 17 Millwood Ave	City of Winchester (Maint: 34)	0.09	26000 G I-81	96%	0% 7	1%	1%	1%	0%	С	0.083	Г	0.622	28000	G
	From:	Maintenance	Jurisdiction Char	nge											
522 50 17 Jubal Early Drive	City of Winchester	0.05	26000 G	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	G
	Ta-	Mil	lwood Ave												
~~~~	From:		al Early Dr												
(522)(50)(17) Millwood Ave	City of Winchester		17000 G	97%	0%	2%	0%	1%	0%	С	0.087	F	0.521	19000	G
~ ~ ~	From:		lwood Ave												
522 (11) (11) (50) Cameron S	city of Winchester		6000 G	89%	<b>-</b> 2%	4%	5%	1%	0%	С	0.082	F		6500	G
022 )( ' ' ) ( 5' ) ( 60 )	Combined Traffic Estimates for 2 Parallel Roadways		15000 G	93%	1%	3%	2%	1%	0%	С	NA	•		16000	G
·	T			0070	۰./۵	370	- /0	. 70	<b>3</b> / 0	J	. 47 1			.5000	0
522 (11) (11) (50) Cameron S	City of Winchester		scawen St 12000 G	89%	2%	4%	5%	1%	0%	F	0.086	F		12000	G
( <del>22</del> ) ( ' ' ) ( <del>'</del> b' ) ( <del>' b</del> ' )	City of Winchester  Combined Traffic Estimates for 2 Parallel Roadways			0970	∠70	470	J/0	1 70	U70	r	0.086 NA	r		12000 NA	G
'	Combined Trainic Estimates for 2 Parallel Roadways ™: To:T		12000 G Piccadilly St		7						NA			NA	
		SK /	i iccauiiiy St		1										

# Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	US	11 Camero	n St				0 7 5 4 5								
(522) (7) (50) Piccadilly St	City of Winchester	0.18	7300	G	89%	1%	2%	5%	3%	0%	F	0.086	F		7900	G
PP	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	11000	G	89%	1%	2%	5%	3%	0%	F	NA			12000	G
	To-	US 50.	SR 7 Brad	dock St		1										
522 Piccadilly St	City of Winchester	0.19	5900	G	94%	1%	3%	2%	1%	0%	F	0.093	F	0.619	6400	G
	To:	F	airmont Av	ve		1										
~~~	From		Piccadilly S													
522 Fairmont Ave	City of Winchester	0.22	6800	G	94%	1%	3%	2%	1%	0%	F	0.090	F	0.629	7400	G
<u></u>	To- Fram:	C	ommercial	St]—										
522 Fairmont Ave	City of Winchester	0.55	12000	G	94%	1%	3%	2%	1%	0%	С	0.094	F	0.683	13000	G
<u> </u>	To-	NO	CL Winches	ster		1										
522 Maple St	Frederick County	1.27	14000	G	95%	1%	1%	1%	2%	0%	С	0.083	F	0.612	14000	G
	Tool		CD 27			1										
522 Frederick Pike North	From: From:	2.89	SR 37 18000	G	85%	1%	1%	1%	12%	0%	F	0.077	F	0.7	17000	G
522) Trederick Tike North	r redeficit County				0070	7 70	1 /0	1 70	12 /0	070	•	0.011	'	0.7	17000	O
Fina deviate Dilea North	From:		4 Cedar Gro		050/		40/	40/	400/	00/	_	0.004	_	0.007	45000	
522 Frederick Pike North	Frederick County	4.24	16000	G	85%	1%	1%	1%	12%	0%	F	0.081	F	0.687	15000	G
~~~	To- Fram:		l-600 Siler			]—										
522 Frederick Pike North	Frederick County	5.08	15000	G	85%	1%	1%	1%	12%	0%	F	0.075	F		14000	G
	To- From:	SR 12	27 Bloomer	y Pike		1—										
522 Frederick Pike North	Frederick County	3.26	8000	Α	85%	1%	1%	1%	12%	0%	С	0.12	Α	0.593	7500	Α
$\bigcirc$	To-	34-694 (	Cumberland	l Trail Rd		1										
522 Frederick Pike North	Frederick County	4.40	6500	G	85%	1%	1%	1%	12%	0%	F	0.071	F	0.584	6100	G
	To:	West V	Virginia Sta	ite Line		]										
	From:	US 522	US 11 Car	meron St												
(52) $(11)$ $(50)$ Gerrard St	City of Winchester	0.10	15000	G	96%	0%	1%	1%	2%	0%	F	0.078	F	0.671	16000	G
	To-	LIC	11 Valley	Avo												
(522) (50) Gerrard St	City of Winchester	0.07	11 Valley .	G	96%	1%	2%	0%	1%	0%	F	0.082	F	0.612	12000	G
522 50 Gerrard St	To:		Braddock S		0070	٦ ' ً	270	070	170	070	•	0.002	•	0.012	12000	O
	From:		Gerrard St													
(52) $(50)$ $(11)$ $(50)$ Braddock	St City of Winchester	0.53	8600	G	96%	1%	2%	0%	1%	0%	С	0.094	F		9400	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	15000	G	93%	1%	3%	2%	1%	0%	С	NA			16000	G
	To:	US	50 Boscawe	en St		1—										
522 11 50 522 Braddock	St City of Winchester	0.17	NA			_						NA			NA	
C#2 (\$) (\$) (\$22	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To:		522 Piccadi	lly St		]										
Bus Bus	From:	US 211 SOU	TH OF WA	ASHING	ΓON	1										-
(522)(211)	Rappahannock County	0.72	1300	F	98%	0%	1%	0%	1%	0%	С	0.091	F	0.515	1400	F
	To-	C	L Washingt	ton		1										
Bus Bus	From:				222/		101	201	40/						4.05	
[522][211]	Town of Washington (Maint: 78		1300	N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.515	1400	N
	Ta-	C	L Washingt	ton		1										

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### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		T THIRD Y CIT	iu interstate	711001				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Avle	3+Axle		 2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	C	L Washington			Ī	ZAXIC	JIANE	TITAL	ZIIali		i actor		1 actor		
522 211	Rappahannock County	0.15		N	98%	0%	1%	0%	1%	0%	Ν	0.091	Ν	0.515	1400	Ν
	To:	US 211 EAS	ST OF WASH	INGTO	)N	]										
North	From:		I-64													
564)	City of Norfolk (Maint: 64)	0.96	29000	F	99%	0%	0%	0%	1%	0%	F	0.152	F		35000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	53000	F	99%	0%	0%	0%	1%	0%	F	NA			63000	F
North	To- From:	SR 406 Ir	nternational Te	er Blvd		}										
North (564)	City of Norfolk (Maint: 64)	1.81	18000	В	99%	0%	0%	0%	1%	0%	С	0.215	Α		22000	В
304)	Combined Traffic Estimates for 2 Parallel Roadway			В	99%	0%	0%	0%	1%	0%	С	0.1	F	0.901	47000	В
	To-		37 Hampton Bl	lvd												
South	From:		I-64													
564)	City of Norfolk (Maint: 64)	0.80	23000	F	99%	0%	0%	0%	1%	0%	F	0.153	F		28000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	53000	F	99%	0%	0%	0%	1%	0%	F	NA			63000	F
Counth	To- From:	SR 406 Ir	nternational Te	er Blvd		}										
South (564)	City of Norfolk (Maint: 64)	1.84	21000	В	99%	0%	0%	0%	1%	0%	С	0.219	Α		25000	В
304	Combined Traffic Estimates for 2 Parallel Roadway			В	99%	0%	0%	0%	1%	0%	С	NA			47000	В
	To-		37 Hampton Bl		0070	1	0,10	0,0	.,,	0,0						
North	From:	SR 24 Elm Av	ve; US 220 We	ebber E	Expv											
581) 220	City of Roanoke (Maint: 80)	0.66	34000	F	93%	1%	1%	1%	5%	0%	F	0.087	F		38000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	68000	F	92%	1%	1%	1%	5%	0%	F	NA			76000	F
	To-	US 1	1 Williamson I	Rd		1										
North	City of Roanoke (Maint: 80)	0.31	35000	F	93%	1%	1%	1%	5%	0%	F	0.088	F		39000	F
581 220	Combined Traffic Estimates for 2 Parallel Roadway			F	92%	1%	1%	1%	5%	0%	E	NA	'		83000	F
	Toll				JZ /0	1 /0 <b>7</b>	170	170	370	070	•	14/3			03000	•
North	From:	L	460 Orange Av													
581 (220)	City of Roanoke (Maint: 80)	1.68	39000	F	93%	1%	1%	1%	5%	0%	F	0.093	F		43000	F
$\smile \smile$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	73000	F	92%	1%	1%	1%	5%	0%	F	0.107	Ν	0.535	82000	F
North	To- From:	Val	ley View Blvd	d		}										
581) 220	City of Roanoke (Maint: 80)	1.11	31000	Α	93%	1%	1%	1%	5%	0%	С	0.112	Α		35000	Α
001/220	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	62000	Α	92%	1%	1%	1%	5%	0%	С	0.107	Α	0.535	70000	Α
	To-	SR 10	1 Hershberger	Rd		<b>—</b>										
North	City of Doonaka (Marinta CO)			F	020/	10/	10/	10/	E0/	00/	г	0.104	_		20000	_
581 220	City of Roanoke (Maint: 80)	1.75	26000	-	93%	1%	1%	1%	5%	0%	F	0.104	F		29000	F
	Combined Traffic Estimates for 2 Parallel Roadway			F	92%	1%	1%	1%	5%	0%	г	NA			58000	F
North	To: From:	SR 117	7 Peters Creek	Rd		_										
581)(220)	Roanoke County	1.13	20000	F	93%	1%	1%	1%	5%	0%	F	0.101	F		22000	F
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	45000	F	92%	1%	1%	1%	5%	0%	F	NA			50000	F
	To:		I-81 S													

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				ale Rol				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 24 Elm Av	ve; US 220	Webber	Ехру		2, 0.0	0 -7 040	TTTGII	211011		1 40101		1 40101		
581)(220)	City of Roanoke (Maint: 80)	0.77	34000	F	92%	1%	2%	1%	5%	0%	F	0.098	F		38000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	68000	F	92%	1%	1%	1%	5%	0%	F	NA			76000	F
Carrella	To.:	US 1	1 Williamso	on Rd		}										
South (220)	City of Roanoke (Maint: 80)	0.45	39000	F	92%	- 1%	2%	1%	5%	0%	F	0.089	F		44000	F
361)(220)	Combined Traffic Estimates for 2 Parallel Roadway			F	92%	1%	1%	1%	5%	0%	F	NA	•		83000	F
	Tac		460 Orange	Ava			.,.	.,.	-,-	- , .	-					
South	From:				000/	<b>_</b>	00/	40/	<b>5</b> 0/	00/	_	0.000	_		00000	_
581 220	City of Roanoke (Maint: 80)	1.41	35000	F	92%	1%	2%	1%	5%	0%	-	0.093	F	0.505	39000	-
	Combined Traffic Estimates for 2 Parallel Roadway			F	92%	1%	1%	1%	5%	0%	F	0.107	N	0.535	82000	F
South	To: From:	Val	ley View B	Blvd		<u> </u>										
581)(220)	City of Roanoke (Maint: 80)	1.49	31000	Α	92%	1%	2%	1%	5%	0%	С	0.113	Α		35000	Α
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	62000	Α	92%	1%	1%	1%	5%	0%	С	NA			70000	Α
Courth	To. From:	SR 10	1 Hershber	ger Rd		]										
South (581) (220)	City of Roanoke (Maint: 80)	1.33	26000	F	92%	1%	2%	1%	5%	0%	F	0.098	F		29000	F
301)(220)	Combined Traffic Estimates for 2 Parallel Roadway			F	92%	1%	1%	1%	5%	0%	F	NA	-		58000	F
	Tau		ICL Roanol	Ze.												
South	From:	L.			000/	40/	20/	40/	<b>5</b> 0/	00/	_	0.000	_		20000	_
581 220	Roanoke County	0.14	26000	F F	92%	1%	2%	1%	5%	0%	F	0.098	F		29000	F
	Combined Traffic Estimates for 2 Parallel Roadway				92%	1%	1%	1%	5%	0%	F	NA			58000	F
South	To- From:	SR 11'	7 Peters Cro	eek Rd		_										
581 220	Roanoke County	0.98	25000	F	92%	1%	2%	1%	5%	0%	F	0.100	F		28000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:		F	92%	1%	1%	1%	5%	0%	F	NA			50000	F
	10:		I-581 S			<u> </u>										
	From:	4.16	I-77 North <b>170</b>	F	99%	] 0%	0%	00/	40/	0%	_	0.400	F	0.609	400	_
598	Bland County		Virginia Sta		99%	0% <b>7</b>	0%	0%	1%	0%	С	0.122	Г	0.609	180	F
Foot	From:	West 1	I-64	te Elite		1										
East 664)	City of Hampton (Maint: 99)	1.13	38000	G	93%	」 0%	1%	1%	5%	0%	F	0.09	F		41000	G
004)	Combined Traffic Estimates for 2 Parallel Roadway			G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.556	75000	G
	To:		vhatan Park				.,,	.,,	0,0	0,0	•	0.000	•	0.000		
East	From:				000/	J ~~~	40/	401	F0/	00′	_	0.407	_		40000	
664	City of Hampton (Maint: 99)	1.21	37000	G	93%	0%	1%	1%	5%	0%	F	0.107	F	0.005	40000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	75000	G	93%	0%	1%	1%	5%	0%	F	0.095	F	0.635	80000	G
East	To: From:	A	berdeen Ro	ad												
East (664)	City of Hampton (Maint: 99)	0.66	35000	G	93%	0%	1%	1%	5%	0%	F	0.113	F		37000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	69000	G	93%	0%	1%	1%	5%	0%	F	0.113	F		74000	G
	To:	NCL	Newport N	News												

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar		10 1 100				Tru	ok			V		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus					QC	K	QK	Dir	AAWDT	- QV
	P						2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
East	City of Novement Nove (Mainty 00)		CL Hampton <b>35000</b>		93%		10/	10/	E0/	00/	_	0.112	F		27000	G
664	City of Newport News (Maint: 99)	0.12		G		0%	1%	1%	5%	0%		0.113	•		37000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	69000	G	93%	0%	1%	1%	5%	0%	F	0.113	F		74000	G
East	To: From:	(	Chestnut Ave	9		<u> </u>										
664)	City of Newport News (Maint: 99)	1.02	28000	G	93%	0%	1%	1%	5%	0%	F	0.110	F		29000	G
504)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	58000	G	93%	0%	1%	1%	5%	0%	F	0.099	F	0.664	61000	G
	Ta		35th St			1										
ast	From:		35th St													
664)	City of Newport News (Maint: 99)	1.64	28000	N	93%	0%	1%	1%	5%	0%	N	0.110	Ν		29000	Ν
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	52000	N	93%	0%	1%	1%	5%	0%	Ν	0.099	Ν	0.664	55000	Ν
	To	7	erminal Ave	e		}										
ast 64)	City of Novement Nove (Mainty 00)	2.04	24000		020/	00/	10/	10/	E0/	00/	_	0.420	F		26000	_
664)	City of Newport News (Maint: 99)	2.84	24000	G	93%	0%	1%	1%	5%	0%		0.129	•	0.505	26000	(
	Combined Traffic Estimates for 2 Parallel Roadways		49000 WCL Suffolk	G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.595	53000	(
ast	From:		Newport N													
64)	City of Suffolk (Maint: 61)	3.05	24000	G	93%	0%	1%	1%	5%	0%	F	0.129	F		26000	(
04)	Combined Traffic Estimates for 2 Parallel Roadways			G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.595	53000	(
	Tame Estimates for E1 drains research	on the reduce.				7	170	170	070	070	•	0.101	•	0.000	00000	
ast	From:		SR 135													
64)	City of Suffolk (Maint: 61)	1.38	25000	Α	93%	0%	1%	1%	5%	0%	С	0.141	Α		27000	P
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	50000	Α	93%	0%	1%	1%	5%	0%	С	0.115	Α	0.615	55000	F
	Ta:		SR 164			1										
ast	Oit and Outfalls (Maints OA)	0.50		_	000/	- 00/	40/	40/	<b>5</b> 0/	00/	_	0.400	_		0.4000	_
664	City of Suffolk (Maint: 61)	0.58	22000	G	93%	0%	1%	1%	5%	0%	-	0.120	F		24000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	42000	G	93%	0%	1%	1%	5%	0%	F	0.1	F	0.648	46000	C
ast	To: From:		US 17			}										
664)	City of Suffolk (Maint: 61)	0.62	32000	G	93%	0%	1%	1%	5%	0%	F	0.108	F		35000	(
004	Combined Traffic Estimates for 2 Parallel Roadways			G	93%	0%	1%	1%	5%	0%	F	NA	•		71000	(
	To:		L Chesapea		0070	7	170	170	070	070	·				7 1000	
ast	From:	Ţ	WCL Suffolk	ζ.												
664)	City of Chesapeake (Maint: 64)	0.16	32000	G	93%	0%	1%	1%	5%	0%	F	0.108	F		35000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	65000	G	93%	0%	1%	1%	5%	0%	F	NA			71000	(
	Ta:	64-6	59 Pughsville	e Rd		1										
ast	Prom:				000/	- 00/	40/	40/	<b>5</b> 0/	00/	_	0.000	_		00000	
64	City of Chesapeake (Maint: 64)	2.02	36000	F	93%	0%	1%	1%	5%	0%	F _	0.098	F		39000	-
_	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	72000	F	93%	0%	1%	1%	5%	0%	F	NA			78000	F
ast	To- From:	SR 33	7 Portsmoutl	h Blvd		]——										
664)	City of Chesapeake (Maint: 64)	1.10	36000	F	93%	0%	1%	1%	5%	0%	F	0.095	F		39000	F
004	Combined Traffic Estimates for 2 Parallel Roadways			F	93%	0%	1%	1%	5%	0%	F	NA	•		79000	F
	Combined Trainic Estimates for 21 afailer Roadways	on and mode.	1 2000	•	30 /0	0 /0	1 /0	1 /0	J /0	U /U		INA			1 3000	

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

<del></del>		Primary ar						Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Avlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q1
not .	From:	64 662	Dock Landii	ng Dood		1	ZAXIC	JTAXIC	IIIaii	ZIIali		i actor		1 actor		
ast 64)	City of Chesapeake (Maint: 64)	1.18	38000	F	93%	<b>」</b> ○%	1%	1%	5%	0%	F	0.100	F		42000	F
04)	Combined Traffic Estimates for 2 Parallel Roadways			F	93%	0%	1%	1%	5%	0%	E	NA	•		84000	
	Combined Trainic Estimates for 21 araner roadways	on this reduce.		<u>'</u>	90 /0	7	1 /0	1 /0	J /0	0 70	•	INA			04000	
ast	From:		US 58													
54)	City of Chesapeake (Maint: 64)	1.13	46000	F	93%	0%	1%	1%	5%	0%	F	0.094	F		51000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	98000	F	93%	0%	1%	1%	5%	0%	F	NA			106000	
	_ To:	J	JS 460, US1	3		1—										
st	City of Changesola (Mainty 64)				020/	0%	10/	10/	E0/	00/	_	0.108	F		56000	
34)	City of Chesapeake (Maint: 64)	0.73	51000	F	93%		1%	1%	5%	0%	-		г			
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	102000 I-64, I-264	F	93%	0%	1%	1%	5%	0%	F	NA			111000	
																_
est	City of Hammer (Mainty OO)	4.00	I-64		020/		40/	40/	<b>-</b> 0/	00/	_	0.444	_		22000	
34)	City of Hampton (Maint: 99)	1.66	31000	G	93%	0%	1%	1%	5%	0%	-	0.111	F		33000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	70000	G	93%	0%	1%	1%	5%	0%	F	NA			75000	
est	To: From:	Pov	vhatan Park	way		}										
<del>34</del> )	City of Hampton (Maint: 99)	1.27	38000	G	93%	0%	1%	1%	5%	0%	F	0.121	F		40000	
	Combined Traffic Estimates for 2 Parallel Roadways		75000	G	93%	0%	1%	1%	5%	0%	F	NA			80000	
	To:					7	.,.	.,.			-					
est	From:		berdeen Roa													
4)	City of Hampton (Maint: 99)	0.28	35000	G	93%	0%	1%	1%	5%	0%	F	0.125	F		37000	
	Combined Traffic Estimates for 2 Parallel Roadways			G	93%	0%	1%	1%	5%	0%	F	NA			74000	
	To:		Newport N													
est	City of Newport News (Maint: 99)		CL Hampto 35000	G G	93%	<b>_</b> 0%	1%	1%	5%	0%	_	0.125	F		37000	
54)	Combined Traffic Estimates for 2 Parallel Roadways					0%		1%	5%	0%	'		ı N			
	Combined Trainic Estimates for 2 Parallel Roadways			G	93%	U%	1%	170	5%	0%	Г	0.113	IN		74000	
est	Ta: From:	Ro	anoke Aver	nue		_										
64)	City of Newport News (Maint: 99)	0.78	30000	G	93%	0%	1%	1%	5%	0%	F	0.125	F		32000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	58000	G	93%	0%	1%	1%	5%	0%	F	NA			61000	
	To:		on & 35th A													
est	From:		on & 35th A		/	<b>」</b>					_		_			
64)	City of Newport News (Maint: 99)		24000	G	93%	0%	1%	1%	5%	0%	F	0.102	F		26000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	52000	N	93%	0%	1%	1%	5%	0%	N	0.099	Ν	0.664	55000	
vot.	To: From:	7	Terminal Av	e		}										_
est 4	City of Newport News (Maint: 99)	2.93	26000	G	93%	0%	1%	1%	5%	0%	F	0.108	F		28000	
7	Combined Traffic Estimates for 2 Parallel Roadways			G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.595	53000	
	To:		WCL Suffoll		JJ /0	٦	1 /0	1 /0	J /0	0 /0	'	5.101	'	0.000	33000	
est	From:		Newport N													
64)	City of Suffolk (Maint: 61)	3.46	26000	G	93%	0%	1%	1%	5%	0%	F	0.108	F		28000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	49000	G	93%	0%	1%	1%	5%	0%	F	NA			53000	
	To:		SR 135			1										

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-				0 h 1 T				Truck				K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
West	From:		SR 135													
664)	City of Suffolk (Maint: 61)	1.04	26000	Α	93%	0%	1%	1%	5%	0%	С	0.122	Α		28000	Α
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	50000	Α	93%	0%	1%	1%	5%	0%	С	NA			55000	A
Vest	To: From:		SR 164			]—										
664)	City of Suffolk (Maint: 61)	0.40	20000	G	93%	0%	1%	1%	5%	0%	F	0.105	F		22000	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	42000	G	93%	0%	1%	1%	5%	0%	F	NA			46000	(
	To.		US 17			1										
Vest 664)	City of Suffolk (Maint: 61)	0.57	33000	F	93%	0%	1%	1%	5%	0%	F	0.089	F		36000	F
004	Combined Traffic Estimates for 2 Parallel Roadway			G	93%	0%	1%	1%	5%	0%	, E	NA	•		71000	(
	To:		L Chesape		93 /0	7 0 /%	1 /0	1 /0	3/0	0 /6	'	INA			7 1000	
est	From:		VCL Suffol													
664)	City of Chesapeake (Maint: 64)	0.62	33000	F	93%	0%	1%	1%	5%	0%	F	0.089	F		36000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	65000	G	93%	0%	1%	1%	5%	0%	F	NA			71000	(
lost	Tac From:	64-659	9 Pughsville	Road		]										
Vest 664)	City of Chesapeake (Maint: 64)	2.10	36000	F	93%	0%	1%	1%	5%	0%	F	0.086	F		39000	
104)	Combined Traffic Estimates for 2 Parallel Roadway			F	93%	0%	1%	1%	5%	0%	F	NA	•		78000	
	To.					~~~	. , 0	. , ,	0,0	0,0	•					
/est	From:		7 Portsmou													
664	City of Chesapeake (Maint: 64)		37000	F	93%	0%	1%	1%	5%	0%	F	0.089	F		40000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	72000	F	93%	0%	1%	1%	5%	0%	F	NA			79000	
/est	To: From:	64-663	Dock Landi	ng Road		]										
664)	City of Chesapeake (Maint: 64)	1.48	40000	F	93%	0%	1%	1%	5%	0%	F	0.093	F		43000	ı
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	78000	F	93%	0%	1%	1%	5%	0%	F	NA			84000	
	To:		US 58			1										
/est	City of Chesapeake (Maint: 64)	1.21	51000	F	93%	<b>-</b> 0%	1%	1%	5%	0%	_	0.087	F		55000	
664	Combined Traffic Estimates for 2 Parallel Roadway			F	93%	0%	1%	1%	5%	0%	· -	NA	•		106000	
	To:	S OIT IIIIS POULE.	I-64, I-264		93 /0	7	1 /0	1 /0	3/0	0 /0	'	INA			100000	
ast	From:	•	SR 150: I-9			1										
Pocahontas Pkwy	Chesterfield County	0.64	5100	F		_						0.109	F		6000	
,	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	11000	F								NA			13000	
	To:		rico County	Line		1										
ast	From:		rfield Coun	-												
95) Pocahontas Pkwy	Henrico County	2.22	5100	F								0.109	F		6000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	11000	F								NA			13000	
East	To- From:	L	aburnum A	ve		]										
295) Pocahontas Pkwy	Henrico County	5.66	2700	F								0.109	F		3200	ı
,	Combined Traffic Estimates for 2 Parallel Roadway		4900	F								NA			5800	
	To:		I-295	-		1									- 500	

## 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
West	From:		SR 150; I-95			1	2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
(895) Pocahontas Pkwy	Chesterfield County	0.64	6000	F		<b>-1</b>						0.12	F		7000	F
	Combined Traffic Estimates for 2 Parallel Roadway			F		_						NA			13000	F
West	To: From:		rico County I rfield County													
895 Pocahontas Pkwy	Henrico County	2.38	6000	F		4						0.12	F		7000	F
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	11000	F								NA			13000	F
W	To. From	L	aburnum Ave	e		1										
West (895) Pocahontas Pkwy	Henrico County	5.03	2200	F								0.139	F		2600	F
	Combined Traffic Estimates for 2 Parallel Roadway		4900	F								NA	•		5800	F
	To:		I-295													
	From:		own Visitor (													
(90003) Colonial Parkway	James City County (Maint: US		6100	0	95%	1%	2%	0%	1%	0%	F	NA			13000	G
	From:		burg Corpora City County		ıt											
90003 Colonial Parkway	City of Williamsburg (Maint: US		6100	0	86%	2%	3%	5%	3%	0%	F	0.091	F		NA	
	To:		rk County Li		٠.											
(90003) Colonial Parkway	York County (Maint: US )	11.36	burg Corpora 6100	ate Lim	96%	J 0%	1%	1%	1%	0%	F	NA			490	G
190003 Colonial Lantway		99-1020, Moore Hou		_			170	170	170	070	•	1471			400	Ü
	From:	Washington D	ulles Interna	tional A	Airport											
90004 Dulles Access Road	Loudoun County (Maint: US)		44000	0	95%	1%	2%	0%	1%	0%	F	NA			13000	G
	To:		fax County L oun County l													
(90004) Dulles Access Road	Fairfax County (Maint: US )	12.94	44000	O	96%	J 0%	1%	1%	1%	0%	F	NA			490	G
55557 = 5775 + 5755 + 5755	To:		lles Toll Roa			1	.,,	.,,	.,,	*,*	-					
	From:	SR 235 Mour	nt Vernon Me	emorial	Hwy											
(90005) George Washington Memorial	l Parkway Fairfax County (Maint: US )	8.44	40000	0	95%	1%	2%	0%	1%	0%	F	NA			13000	G
	To: From:	SC	CL Alexandri	ia		}—										
90005 400 Washington St	City of Alexandria	0.91	26000	F	99%	1%	1%	0%	0%	0%	С	0.105	F	0.801	28000	F
	To- From:	SF	R 236 Duke S			]——										
90005 400 Washington St	City of Alexandria	0.32	29000	F	99%	1%	1%	0%	0%	0%	F	0.077	F	0.652	32000	F
	To- From:		Queen St			}—										
90005 400 Washington St	City of Alexandria	0.39	34000	F	99%	1%	1%	0%	0%	0%	F	0.082	F	0.656	37000	F
	To From:		Madison St	_		<del>                                     </del>										
90005 400 Washington St	City of Alexandria	0.17	32000	F	97%	1%	1%	0%	0%	0%	С	0.094	F	0.644	35000	F
	To- From:		1st Street		2221	<u> </u>	10/	40/	407	201						
90005 George Washington Memoria	l Parkway City of Alexandria (Maint: US	1.81	33000	0	96%	0%	1%	1%	1%	0%	F	NA			490	G
	To	-	CL Alexandri		200/		40/	40/	40/	00/					400	
90005 George Washington Memorial	l Parkway Arlington County (Maint: US)	5.56	<b>51000</b> 00-6741	0	96%	0% <b>7</b>	1%	1%	1%	0%	F	NA			490	G
	100	l	00-0/41													

### 2003 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:		00-6741													
90005 George Washington Memorial Parkway	Arlington County (Maint: US)	3.10	70000	0	96%	0%	1%	1%	1%	0%	F	NA			490	G
<u> </u>	To:	Arling	gton County	Line		1										
90005 George Washington Memorial Parkway	Fairfax County (Maint: US)	4.62	70000	0	96%	0%	1%	1%	1%	0%	F	NA			490	G
	To:	I-495	Capital Bel	ltway												