2013

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

where available

Special Locality Report 127

City of Richmond

Information in this report is included in Report

20

(Chesterfield County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

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

(600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

Virginia State Route

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SCL Rich		000/	00/		10/	00/	201			_	0.500	15000	
1 (301) Jefferson Davis Hwy	City of Richmond	2.13 <b>1400</b>	0 G	92%	0%	2%	1%	3%	0%	С	0.080	F	0.568	15000	G
~~~~	To: From:	Bellmead		050/	10/		40/	00/	00/				0.500	10000	
1 301 Jefferson Davis Hwy	City of Richmond	0.86 1200	0 A	95%	1%	1%	1%	2%	0%	С	0.096	Α	0.500	13000	Α
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Hopkins		000/	10/		40/	40/	00/		0.005		0.500	00000	
1 301 Jefferson Davis Hwy	City of Richmond	1.01 <b>1800</b>	0 G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.503	20000	G
~~~~	To: From:	US 360 H		2.121								_			
1 301 Cowardin Ave	City of Richmond	0.39 2100	0 G	94%	1%	2%	2%	1%	0%	С	0.09	F	0.589	22000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Semmes													
1)(301)Lee Bridge	City of Richmond	0.76 <b>3000</b>	0 G	96%	1%	2%	0%	1%	0%	С	0.092	F	0.571	34000	G
<del></del>	To: From:	2nd S													
1)(301)Belvidere St	City of Richmond	0.92 <b>2600</b>	0 G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.567	29000	G
~ ~	To: From:	Franklir	n St												
1) (301) Belvidere St	City of Richmond	0.15 <b>3000</b>	0 G	97%	1%	1%	0%	1%	0%	F	0.084	F	0.505	34000	G
<b>~</b>	To: From:	US 250 Br	oad St												
1) (301) Belvidere St	City of Richmond	0.40 3000		97%	1%	1%	0%	1%	0%	F	0.083	F	0.611	34000	G
<del></del>	To:	Chamberlay				_									
1 (301) Chamberlayne Ave	City of Richmond	1.02 <b>2200</b>		97%	1%	1%	0%	1%	0%	С	0.081	F	0.661	25000	G
1) (301) Chamberlayne Ave	To Take			0,70	1 /0		0 70	1 70	070	Ū	0.001	•	0.001	20000	ŭ
1 (301) Chamberlayne Ave	City of Richmond	Edge Hil 0.31 <b>2000</b>		97%	1%	1%	0%	1%	0%	С	0.083	F	0.679	23000	G
1 301 Chamberlayne Ave	City of Flictimond			01 70	1 /0		0 /0	1 /0	070	Ü	0.000	•	0.070	20000	u
1) (301) Chamberlayne Ave	City of Richmond	Brookland P. 0.86 <b>1600</b>		97%	1%	1%	0%	1%	0%	С	0.089	F	0.683	18000	G
1 301 Chamberlayne Ave	City of Flictimond			31 /6	1 /0	1 70	0 70	1 /0	0 70	J	0.003	•	0.000	10000	ч
1 301 Chamberlayne Ave	City of Richmond	Laburnun 0.26 <b>1400</b>		97%	1%	1%	0%	1%	0%	F	0.093	F	0.683	15000	G
1 301 Chamberlayrie Ave	City of Alchimond			9770	1 70	1 70	076	1 70	0%	Г	0.093	Г	0.003	15000	G
Characharda ana Aus	From:	Claremon		070/	10/	10/	00/	10/	00/		0.005		0.001	10000	
1 Chamberlayne Ave	City of Richmond	0.94 <b>1400</b> Azalea		97%	1%	1%	0%	1%	0%	С	0.095	F	0.681	16000	G
	From:	Chamberlay													
1 Azalea Ave	City of Richmond	0.26 1700		97%	1%	1%	0%	1%	0%	F	0.096	F	0.525	19000	G
<i></i>	To:	NCL Rich	mond												
	From:	US 01-S093A FI	ROM BELY	V											
1 Ramp	City of Richmond (Maint: 43)	0.07 <b>1200</b>									0.099	F		12000	F
<del>~</del>	To:	I-95 So	uth			L									
North	From:	US 1 Belvi													
1 Ramp	City of Richmond (Maint: 43)	0.04 <b>650</b> 0									NA			6500	F
North	10: From:	127-9900 127-9900				-+									
1 Ramp	City of Richmond (Maint: 43)	0.06 4800									0.105	F		4800	F
	To:	US 01-S0	-									•			-

Route	Jurisdiction	Length AADT QA	4Tire	Rus		Truc			QC	K	QK	Dir	AAWDT	٥١
	ourisdiction.			Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q
orth 1 Ramp	City of Richmond (Maint: 43)	US 1 Chamberlayne Ave; Belvid	ere St							0.134	Α		7600	F
1 Hamp	To:	I-95 North								0.104	^		7000	,
outh	From:	US 1 S, Belvidere St			i									
1 Ramp	City of Richmond (Maint: 43)	0.28 <b>4100 A</b>								0.114	Α		4500	
÷) ·	To:	US 1 N Exit 93A to I-95 Sou	th											
	From:	Azalea Ave												
2) (301) Chamberlayne Ave	City of Richmond	0.04 <b>13000 G</b>	97%	1%	1%	0%	1%	0%	F	0.094	F	0.567	14000	
	To:	NCL Richmond												
	From:	25th St												
5) (60) Main St	City of Richmond	0.30 <b>15000 G</b>	99%	0%	0%	0%	0%	0%	F	0.099	F	0.663	17000	
	To:	Williamsburg Rd			$\neg$ $\vdash$									
5 Main St	City of Richmond	0.40 <b>6600 G</b>	99%	0%	0%	0%	0%	0%	С	0.129	F	0.756	7500	
<u> </u>	To:	Nicholson St			—									
5 Main St	City of Richmond	0.26 <b>10000</b> G	94%	0%	2%	1%	2%	0%	С	0.134	F	0.825	12000	
3)	To:	ECL Richmond			T									
	From:	WCL Richmond												
6 Patterson Ave	City of Richmond	1.30 <b>15000 G</b>	99%	0%	0%	0%	0%	0%	F	0.103	F	0.554	17000	
9)	To	Libbie Ave												
6 Patterson Ave	City of Richmond	1.67 <b>12000 F</b>	97%	1%	1%	0%	0%	0%	С	0.105	F	0.505	13000	
6) . amoros	- T-		0.70	.,,		0,0	0 70	0,0	Ū	000	•	0.000	.0000	
6 Patterson Ave	City of Richmond	Malvern Ave 0.38 <b>8800 G</b>	99%	0%	0%	0%	0%	0%	F	0.101	F	0.55	10000	
6 Patterson Ave	City of Alchinolia		99 /6	0 /0	U /o	0 /6	0 /0	0 /0	•	0.101	'	0.55	10000	
- Kanalantan Aus	From From	Thompson St	000/	40/		00/	00/	00/	_	0.000	_	0.040	0000	
6 Kensington Ave	City of Richmond	0.71 <b>2900 G</b>	98%	1%	1%	0%	0%	0%	С	0.093	F	0.648	3300	
		Boulevard												
Dragd Dagle Dd	From:	US 360 Hull St	98%	10/	10/	10/	00/	00/	_	0.000	F	0.500	11000	
10) Broad Rock Rd	City of Richmond	0.81 <b>10000 G</b>	98%	1%	1%	1%	0%	0%	С	0.093	г	0.589	11000	
	To: From:	N Belt Blvd			<u> </u>				_		_			
10 161 Broad Rock Blvd	City of Richmond	0.43 <b>15000 G</b>	98%	1%	1%	1%	0%	0%	F	0.093	F	0.563	16000	
	To: From:	S Belt Blvd												
10) Broad Rock Blvd	City of Richmond	2.10 <b>18000 G</b>	98%	1%	1%	0%	0%	0%	С	0.097	F	0.625	20000	
<u></u>	To: From	W. Belmont Rd			$\neg$ —									
10) Iron Bridge Rd	City of Richmond	0.56 <b>12000 G</b>	98%	1%	1%	0%	0%	0%	F	0.101	F	0.631	12000	
<u> </u>	To:	SCL Richmond												
	From:	WCL Richmond												
Staples Mill Rd	City of Richmond	0.03 <b>19000 F</b>	99%	0%	1%	0%	0%	0%	F	0.092	F	0.518	21000	
~	To:	US 250 Broad St												
33 ( 250 Broad St	City of Dishmond	US 250; Staples Mill Rd	000/	1%	10/	00/	Λο/	00/	0	0.100	٨	0.550	07000	
33 \	City of Richmond	0.79 <b>24000 F</b>	98%	1%	1%	0%	0%	0%	С	0.109	Α	0.559	27000	

## Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	OT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~~ Durand Ch	City of Dialymond	Malverr		000/	10/	10/	00/	00/	00/		NIA			07000	
33 250 Broad St	City of Richmond	0.97 240 0		98%	1%	1%	0%	0%	0%	F	NA			27000	G
33) (250) Broad St	City of Richmond	0.38 240 0		94%	1%	2%	2%	1%	0%	С	0.087	F	0.761	27000	G
33 (250) Broad St	Tro			0 + 70	1 70		270	1 /0	0 70	Ü	0.007		0.701	27000	ď
33) (250) Broad St	From:L City of Richmond	SR 399 Tern 0.94 240 0		98%	1%	1%	0%	0%	0%	F	0.083	F	0.706	26000	G
33) (230)	To	SR 33 P, Ha													
33 250 Broad St	City of Richmond	0.08 260		98%	1%	1%	0%	0%	0%	F	0.079	F	0.503	29000	G
30) [20]	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 3500	00 G	98%	1%	1%	0%	0%	0%	F	NA			39000	G
	To:	US 250 B	road St			<u> </u>									
33 Hancock Rd	City of Richmond	0.23 810	0 G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.707	870	G
~	Combined Traffic Estimates for 2 Parallel Roadways			98%	1%	1%	0%	0%	0%	F	NA			4600	G
	Tα	Leigh													
33 Leigh St	City of Richmond	US 33 Har 0.27 110		98%	1%	1%	0%	0%	0%	F	0.089	F	0.518	12000	G
33 Leigh St	City of Alchinoria			90 /0	1 /0	1 /0	U /o	0 /0	0 /0	•	0.009	'	0.516	12000	G
33 Leigh St	City of Richmond	US 1 Belv 1.60 100 0		98%	1%	1%	0%	0%	0%	С	0.095	F	0.734	11000	G
33 Leigh St	Oity of Hichinoria				1 /0	1 /6	0 /6	0 /6	0 /6	O	0.033	'	0.754	11000	u
33 Mosby St	City of Richmond	Martin Luther K 0.30 880		e 98%	1%	1%	0%	0%	0%	F	0.106	F	0.679	9300	G
33)653, 61	To:	Fairmon		0070	. , 0		0,0	0,70	0,70	•	01.00	•	0.0.0	0000	
	Fron:	Mosby	·	000/	40/	20/	201	00/	00/	_	0.000	_	0.570	7400	_
33) Fairmont Ave	City of Richmond	0.43 670	00 G	98%	1%	0%	0%	0%	0%	С	0.096	F	0.572	7100	G
Nine Mile Del	City of Pickers and	25th		070/	00/		00/	00/	00/		0.101	_	0.000	0000	
33) Nine Mile Rd	City of Richmond	0.90 810 ECL Rick		97%	2%	0%	0%	0%	0%	С	0.101	F	0.666	8600	G
	From:	Broad													
33 Harrison St	City of Richmond	0.24 350		98%	1%	1%	0%	0%	0%	С	0.089	F	0.563	3700	F
P	Combined Traffic Estimates for 2 Parallel Roadways			98%	1%	1%	0%	0%	0%	F	NA			4600	G
	To:	Leigh													
33 Leigh St	City of Richmond	0.07 940		98%	1%	1%	0%	0%	0%	F	0.099	F	0.508	10000	G
33 Leigh St	Combined Traffic Estimates for Parallel Roadways			0070	1 70	1 70	0 /0	0 /0	0 70	•	NA	•	0.000	NA	
	Tox	Hancoo													
	From:	SR 150 Chippenham Pk	wy; WCL R	ichmond											
Midlothian Tpke	City of Richmond	0.38 420 0	00 F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.538	45000	F
~	Toe From	Carnati													
60 Midlothian Tpke	City of Richmond	1.78 210 0	00 G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.584	22000	G
~	To: From:	SR 161 Be	elt Blvd			\Box \vdash									
60 Midlothian Tpke	City of Richmond	0.62 160 0		98%	1%	1%	0%	0%	0%	F	0.091	F	0.574	17000	G
~	Τσ	Roanol	ke St												

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

					_		Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
60 Roanoke St	From L City of Richmo		idlothian Tpke 7500 G	98%	1%	1%	00/	00/	00/	С	0.112	F	0.501	8100	G
60 Roanoke St	Top		orest Hill Ave	90%	170	170	0%	0%	0%	C	0.113	Г	0.501	6100	G
	From:		Roanoke St												
60 Forest Hill Ave	City of Richmo		23000 G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.621	24000	G
	To:		Semmes Ave												
	From:	Fe	orest Hill Ave												
60 Semmes Ave	City of Richmo	ond 1.13	20000 G	98%	1%	0%	0%	0%	0%	С	0.101	F	0.643	21000	(
~	Tα	US 1 US	S 301 Cowardin Av	/e.		\neg \vdash									
60 Semmes Ave	City of Richmo		13000 G	98%	1%	0%	0%	0%	0%	F	0.118	F	0.838	14000	
00)	To:		nchester Bridge		.,.			-,-	- , -						
	From:		Semmes Ave												
60 Manchester Bridge	City of Richmo	ond 0.49	17000 G	96%	1%	2%	1%	1%	0%	С	0.121	F	0.601	18000	(
	To:		9th St												
~ ~	From:		nchester Bridge												
60 9th St	City of Richmo		8000 G	98%	1%	0%	0%	0%	0%	F	0.147	F		8500	(
~	Combined Traffic Estimates for 2 Parallel F			98%	1%	0%	0%	0%	0%	F	0.114	F	0.641	17000	(
	To:		R 147 Cary St												
~~ 0.	From:		R 147; 9th St	200/	10/	20/	00/	00/	00/	_	0.005	_		0000	,
Cary St	City of Richmo		6500 G	98%	1%	0%	0%	0%	0%	F	0.085	F		6900	(
~	Combined Traffic Estimates for 2 Parallel F			98%	1%	0%	0%	0%	0%	F	NA			16000	(
	To:		360 14th Street												
14th St	City of Richmo		S 360 14th St 14000 N	97%	2%	1%	0%	0%	0%	N	0.096	N	0.670	15000	1
60 (360) 14th St	Tor		0/MAIN STREET	91 /0	2 /0	1 /0	0 /6	0 /6	0 /6	IN	0.090	IN	0.070	13000	'
	From:	K1 30	14th St												
60 (360 Main St	City of Richmo	ond 0.30	21000 G	97%	2%	1%	0%	0%	0%	F	0.079	F	0.560	22000	C
00) (300)	To:		RT 360				• , •	- / -	-,-						
	From:	U	S 360, 18th St												
60 Main St	City of Richmo	ond 0.18	18000 G	98%	1%	0%	0%	0%	0%	F	0.078	F	0.615	19000	(
~	To:		21st St												
60 Main St	From:L City of Richmo	ond 0.25	18000 G	98%	1%	0%	0%	0%	0%	F	0.083	F	0.629	20000	
60) Main St	- F	0.20		0070	1 70	0 70	070	0 70	0 70	•	0.000	•	0.020	20000	`
~~	To: From:		25th St				221			_		_		.=	
60) 5 Main St	City of Richmo		15000 G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.663	17000	(
~ ~	To: From:	W	illiamsburg Rd Main St												
60 Williamsburg Ave	City of Richmo	ond 0.46	9200 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.602	9800	(
Williamsburg Ave	To:		toney Run Dr	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.007	'	0.002	3000	
	From:		lliamsburg Ave												
60 Stoney Run Dr	City of Richmo		1600 G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.579	1700	C
,	Τα		overnment Rd				-						-		
	From:		toney Run Dr												
60 Government Rd	City of Richmo	ond 0.73	4900 G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.606	5200	G
	To:	W	illiamsburg Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

		<u> </u>						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		overnment R													_
(60) Williamsburg Rd	City of Richmond	0.39	9100	G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.577	9700	G
	14		CL Richmon													
60 8th St	City of Richmond	Mai	nchester Brid 8000	lge G	98%	1%	0%	0%	0%	0%	F	0.142	F		8600	G
(60) 8th St	Combined Traffic Estimates for 2 Parallel Roady			G	98%	1%	0%	0%	0%	0%	F	0.142	F	0.641	17000	G
	Tallica Traine Estimates for 2 Taraner Floads	vays on this riodic.		<u> </u>	30 70	1 /0		0 70	0 70	0 70	•	0.114	'	0.041	17000	a
60 8th St	City of Richmond	0.15	Canal St 8600	G	98%	1%	0%	0%	0%	0%	F	0.130	F		9700	G
(60) 0111 01	Combined Traffic Estimates for 2 Parallel Roady		17000	G	98%	1%	0%	0%	0%	0%	F	NA	'		18000	G
	To To	vays on this Houte.	Main St	<u> </u>	30 70	1 70		0 70	0 70	0 70	•	1471			10000	ŭ
~~	From:		8th St													
Main St	City of Richmond	0.37	7700	G	98%	1%	0%	0%	0%	0%	F	0.106	F	0.575	8700	G
~	Combined Traffic Estimates for 2 Parallel Roady	vays on this Route:		G	98%	1%	0%	0%	0%	0%	F	NA			16000	G
	14		14th St													
East (64)	City of Richmond (Maint:		ico County I 66000	Line A	97%	0%	0%	1%	1%	0%	F	0.115	Α		73000	Δ
64)	Combined Traffic Estimates for 2 Parallel Roady			A	97%	0%	0%	1%	1%	0%	, F	NA	^		152000	Α
	To:		I-95: I-195	<u> </u>	31 /6	0 /6		1 /0	1 /0	0 /6	'	INA			132000	^
East	From:		p to I-195 So	outh												
64 I-64 E Ramp	City of Richmond (Maint:	,	44000	F	97%	0%	0%	1%	1%	0%	F	0.088	F		49000	F
\smile	Combined Traffic Estimates for 2 Parallel Roady	ways on this Route:	94000	F	97%	0%	0%	1%	1%	0%	F	0.091	F	0.591	105000	F
East	To- From:	Ramp	To I-195 N	orth			\Box									
64 I-64 E Ramp	City of Richmond (Maint:	43) 0.15	33000	F	97%	0%	0%	1%	1%	0%	F	0.088	F		37000	F
	Combined Traffic Estimates for 2 Parallel Roady	,	73000	F	97%	0%	0%	1%	1%	0%	F	NA			81000	F
	To	Ramn	From I-195	North												
East 1-64 E Ramp	City of Richmond (Maint:		36000		97%	0%	00/	1%	10/	00/	_	0.087	_		40000	_
64 I-64 E Ramp	City of Richmond (Maint: Combined Traffic Estimates for 2 Parallel Roady	,		F F	97% 97%	0% 0%	0% 0%	1%	1% 1%	0% 0%		0.087	F	0.524	82000	Г
	Tax	ways on this houte.	I-95 South	г	9770	076	0%	170	170	0%	Г	0.000	Г	0.524	02000	Г
East South	From:		I-95; I-195													
(64) (95)	City of Richmond (Maint:	,	69000	Α	91%	1%	1%	1%	6%	0%	F	0.096	Α		72000	Α
\circ	Combined Traffic Estimates for 2 Parallel Roady	ways on this Route:	137000	Α	92%	1%	1%	1%	5%	0%	F	0.092	Α	0.538	142000	Α
Foot Courts	To From:	SR	161 Bouleva	ırd												
East South 95	City of Richmond (Maint:	43) 2.19	62000	Α	91%	1%	1%	1%	6%	0%	С	0.096	Α		65000	Α
(3)	Combined Traffic Estimates for 2 Parallel Roady	,		A	92%	1%	1%	1%	5%	0%	C	NA			128000	Α
		-	th St, Gilmer													
East South	From:				·	4				• • •			_	-		
64 95	City of Richmond (Maint:	,	56000	Α	91%	1%	1%	1%	6%	0%	F	0.094	A		58000	A
	Combined Traffic Estimates for 2 Parallel Roady	<u> </u>		Α	92%	1%	1%	1%	5%	0%	F	0.096	Α	0.509	112000	Α
	100	US 1, U	S 301 Belvi	dere St												

Davita	المعالم عادروا		مانسم مرا	AADT		4T:	Dura		Tru	ck		00	K	Οl	Dir	A A \ A \ D T	0
Route	Jurisdicti	on 		AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
st South	City of Richmond	(Maint, 42)	US 1,	JS 301 Belv		91%	1%	 1%	10/	60/	00/	_	0.000	Α		73000	,
4) (95)	•	,		70000	A				1%	6%	0%		0.093		0.507		F
	Combined Traffic Estimates for 2 Paralle	- Hoadways			Α	92%	1%	1%	1%	5%	0%	F	0.091	Α	0.537	142000	ŀ
ıst	Fro	n:	1-95	East Interch	nange												
I-64 E Ramp	City of Richmond	(Maint: 43)	0.15	NA									NA			NA	
ıst		n:	F	Ramp to 3rd	St												
4) I-64 E Ramp	City of Richmond	(Maint: 43)	0.38	22000	G	93%	1%	1%	1%	5%	0%	F	0.101	F		23000	
.)	Combined Traffic Estimates for 2 Paralle	Roadwavs	on this Route:	22000	G								NA			NA	
	7	io:		mp from I-9													
st	Fra	n:	I-95	East Interch	nange												
st I	City of Richmond	(Maint: 43)	1.14	45000	Α	96%	1%	1%	0%	2%	0%	F	0.115	Α		48000	
	Combined Traffic Estimates for 2 Paralle	l Roadways	on this Route:	91000	Α	96%	1%	1%	0%	2%	0%	F	0.094	Α	0.619	97000	
			US 260	Mechanicsv	illo Tak	•											
st .	From	n:										_					
1	City of Richmond	(Maint: 43)	0.25	35000	Α	96%	1%	1%	0%	2%	0%	F	0.112	Α		37000	
	Combined Traffic Estimates for 2 Paralle	l Roadways	on this Route:	72000	Α	96%	1%	1%	0%	2%	0%	F	0.092	Α	0.596	76000	
	Т	o:		ECL Richmo													
it	From	n:		WCL Richm								_		_			
st 1	City of Richmond	,	0.24	35000	Α	96%	1%	1%	0%	2%	0%	F	0.112	Α		37000	
	Combined Traffic Estimates for 2 Paralle	I Roadways			Α	96%	1%	1%	0%	2%	0%	F	NA			76000	
	Т	o:	Е	CL Richmo	nd												
st	Fra	m·		I-64 East													
Exit 186 Ramp I-64	E to I-195 S City of Richmond	(Maint: 43)	0.16	26000	F								0.12	F		26000	
st		or n:	Ramp	to Laburnu	m Ave												
Exit 186 Ramp I-64	E to I-195 S City of Richmond	(Maint: 43)	0.08	21000	F								0.126	F		21000	
·)	,	(o:		I-195 South									***	-			
o.t	Fre	n:	1.6/	4 East Exit 1													
st 1 Ramp	City of Richmond	(Maint: 43)	0.16	4600	F								0.097	F		4600	
4) Hamp	Oity of Filoritiona	(Mairit: 40)		555 Laburnu									0.007	•		4000	
	r.		12, 7.					L									
st Domn	City of Diebmand	(Maint, 42)	0.14	I-64 East	F								0.157	F		11000	
Ramp	City of Richmond	(Mairit. 43)	0.14	I-195 North				1					0.157	Г		11000	
st _	From	n:		East Collect										_			
Ramp	City of Richmond	(Maint: 43)	0.17	2300	F								0.087	F		2300	
<u> </u>	Т	o:	US 360 W	, Mechanic	sville Tp	ke											
st	Fro	n:	I-64-E BEG			OAD											
A Ramp	City of Richmond	(Maint: 43)	0.10	15000	F								0.109	F		15000	
<i></i>		io:	I-64-E192A TO R	T 360WFS	Г-МЕСЬ	IANICSVI	ī										
st D	From												0.447	_		40000	
Ramp	City of Richmond	`	0.08	13000	F								0.117	F		13000	
	Т	US US	S 360-W143A FRO	OM RT 360	WEST-N	/IECHANI	CS.										

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	Q١
East	From:	US 360-W143A FRO	OM RT 360W	/FST_N	MECHANI	rcs.	2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
Ramp	City of Richmond (NA	1231-1	VILCID II VI	ics						NA			NA	
· · · · · · · · · · · · · · · · · · ·	To:		ECL RICHN	MOND												
est	From:		rico County I	Line												
34)	City of Richmond (,	69000	Α	97%	0%	0%	1%	1%	0%	F	0.122	Α		78000	1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	97%	0%	0%	1%	1%	0%	F	NA			152000	,
n a t	To: From:	Domm	I-95; I-195 From I-195	North			-									
est 4) I-64 W Ramp	City of Richmond (50000	F	97%	0%	0%	1%	1%	0%	F	0.101	F		56000	
4)	Combined Traffic Estimates for 2 Parallel	,		F	97%	0%	0%	1%	1%	0%	F	0.091	F	0.591	105000	
	Tor		From I-195	-		• / •		.,,	.,.							
st) I-64 W Ramp	City of Richmond (•	39000	F	97%	0%	0%	1%	1%	0%	_	0.099	F		44000	
I-64 W Ramp	Combined Traffic Estimates for 2 Parallel	,		F	97%	0%	0%	1%	1%	0%		NA	Г		81000	
	Combined Tranic Estimates for 2 Parallel			-		0%	0%	1 70	1 70	0%	г	INA			01000	
st	To: From:	·	n SR 197 Lab	urnum	Ave											
4) I-64 W Ramp	City of Richmond (Maint: 43) 0.04	35000	F	97%	0%	0%	1%	1%	0%	F	0.096	F		39000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	68000	F	97%	0%	0%	1%	1%	0%	F	NA			76000	
st	To: From:	Ram	p To I-195 S	outh												
I-64 W Ramp	City of Richmond (Maint: 43) 0.45	38000	F	97%	0%	0%	1%	1%	0%	F	0.097	F		43000	
'	Combined Traffic Estimates for 2 Parallel	•		F	97%	0%	0%	1%	1%	0%	F	0.088	F	0.524	82000	
	To:	,	I-95 North													
st North	From:	M-i-+ 40\ 0.70	I-95; I-195		000/	40/	40/	40/	F 0/	00/	_	0.000			70000	
4) (95)	City of Richmond (,	67000	A	93%	1%	1%	1%	5%	0%	-	0.099	A	0.500	70000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	137000	Α	92%	1%	1%	1%	5%	0%	F	0.092	Α	0.538	142000	
est North	To: From:	SR	161 Bouleva	ard												
4) (95)	City of Richmond (Maint: 43) 1.97	60000	Α	93%	1%	1%	1%	5%	0%	С	0.097	Α		63000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	123000	Α	92%	1%	1%	1%	5%	0%	С	0.094	Α	0.514	128000	
- A NI AI-	Tow From:	US 1, U	JS 301 Belvi	dere St			<u> </u>									
North 95	City of Richmond (Maint: 43) 0.24	53000	Α	93%	1%	1%	1%	5%	0%	F	0.099	Α		54000	
4) (95)	Combined Traffic Estimates for 2 Parallel	,		A	92%	1%	1%	1%	5%	0%	F	0.096	Α	0.509	112000	
	Ter	-			0270	1 70		1 70	070	070	·	0.000	,,	0.000	112000	
est North	From:		amberlayne A								_		_			
4) (95)	City of Richmond (,	66000	Α	93%	1%	1%	1%	5%	0%	F	0.095	Α		69000	
	Combined Traffic Estimates for 2 Parallel	•		Α	92%	1%	1%	1%	5%	0%	F	0.091	Α	0.537	142000	
est	To:	1-95	East Intercha I-95 N	ange												
4) I-64 W Ramp	City of Richmond (Maint: 43) 0.23	NA									NA			NA	
	Combined Traffic Estimates for Parallel	,	NA									NA			NA	
	To:		mp From 4th	St												

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:			np From 4th	n St				01717.10	TTTGII					1 40101		
64 I-64 W Ramp	City of Richmond (,	0.03	NA									NA			NA	
	Combined Traffic Estimates for Parallel $_{\scriptscriptstyle {\rm Tot}}$	Roadways on this		NA to I-95 S; 5	5th St								NA			NA	
West	From:			East Interch													
64	City of Richmond (Maint: 43)	1.44	46000	Α	96%	1%	1%	0%	2%	0%	F	0.107	Α		49000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this			Α	96%	1%	1%	0%	2%	0%	F	0.094	Α	0.619	97000	Α
····	To:			ECL Richmo													
West 64	City of Richmond (Maint: 43)	0.24	VCL Richmo 37000	A A	96%	1%	1%	0%	2%	0%	F	0.113	Α		39000	Α
64)	Combined Traffic Estimates for 2 Parallel	,	-	72000	Ā	96%	1%	1%	0%	2%	0%	· F	NA	^		76000	A
	To:	Hoadways on this		CL Richmor		30 /6	1 /0		0 70	270	0 70	•	INA			70000	^
West	From:			I-64 West													
Ramp	City of Richmond (Maint: 43)	0.11	3800	F								0.107	F		3800	F
	To:	,]	I-195 South													
West	From:			I-64 West													
64 Ramp	City of Richmond (Maint: 43)	0.26	27000	F								0.102	F		27000	F
$\overline{}$	To:			5th Street													
West	City of Richmond (DUVALL 0.23	STREET T 18000		5 SOUTH							0.095	Α		19000	Α
64 Ramp	City of Alchinoria (Α								0.095	A		19000	A
West	To: From:	127	7-44-N001	A FROM 7	TH STR	EET											
64 Ramp	City of Richmond (Maint: 43)	0.09	21000	Α								0.104	Α		23000	Α
$\overline{}$	То:	I-95-S 1	FROM RT	64 WEST	& 7TH	STREET											
	From:		•	Pkwy; Ches													
(76) Powhite Pkwy	City of Richmond (Maint: 20)	1.23	75000	G	98%	0%	0%	0%	1%	0%	F	0.113	F	0.702	86000	G
	To: From:		Fore	est Hill Ave	nue												
(76) Powhite Pkwy	City of Richmond (Maint: 20)	0.61	90000	G	98%	0%	0%	0%	1%	0%	F	0.11	F	0.689	103000	G
			Powh	nite Pkwy B	ridge												
76 Powhite Pkwy	City of Richmond (Maint: 43)	0.66	90000	G	98%	0%	0%	0%	1%	0%	F	0.11	F	0.689	103000	G
$\overline{}$	To:			SR 146													
76 Powhite Pkwy	City of Richmond (Maint: 43)	0.94	63000	F	98%	0%	0%	0%	1%	0%	F	0.108	F	0.676	71000	F
,	To:	,		I-195													
East	From:	SR-00076-F	E013A(R)/	SPLIT OF I	RAMP I	ROM RT	76										
(76)	City of Richmond (Maint: 20)	0.11	NA									NA			NA	
$\overline{}$	To:		-00195-NO	12A(B)/FR	OM RT	195											
	From:		JB-2	0 FROM R	T 95												
95 Ramp	City of Richmond (Maint: 20)	0.05	NA									NA			NA	
$\overline{}$	То		SR 161	SR 161- A	Gap TO												
	From:		I-9	95 North 73	A												
95 Ramp	City of Richmond (Maint: 20)	0.22	9800	Α	91%	1%	1%	1%	6%	0%	F	0.110	Α		11000	Α
$\overline{}$	To:		127-	-7561 Maur	y St												

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

5 .								Tru	ck			K	017	Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q١
	From:	I-95-N074C I		FROM 1	ROUT							NIA			NIA	
95 Ramp	City of Richmond (,	FROM RO	LITE 05								NA			NA	
o uth	From:		CL Richmon		'											
lorth 95	City of Richmond (45000	A	91%	1%	1%	1%	6%	0%	F	0.124	Α		47000	,
33)	Combined Traffic Estimates for 2 Parallel	,	91000	Α	91%	1%	1%	1%	7%	0%	F	NA			95000	,
	To		R 161 Bells I	Rd												
orth	City of Richmond (45000		91%	1%	1%	1%	6%	0%	С	0.118	Α		46000	
95	Combined Traffic Estimates for 2 Parallel			A F	91%	1%	1%	1%	7%	0%	С	0.118	A	0.611	91000	,
	Combined Tranic Estimates for 21 drailer	rioadways on this riodle.			3176	1 /0	1 /0	1 /0	1 /0	0 /6	O	0.033	^	0.011	31000	
orth	From:		Maury St													
95)	City of Richmond (,	51000	Α	91%	1%	1%	1%	6%	0%	F	0.106	Α		53000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	103000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α	0.542	107000	
orth	To: From:	Jan	nes River Bri	idge												
95)	City of Richmond (Maint: 43) 0.40	51000	Α	91%	1%	1%	1%	6%	0%	F	0.106	Α		53000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	103000	Α	91%	1%	1%	1%	7%	0%	F	NA			107000	
	To:	SR 195 D	owntown Ex	pressw	ay		_									
orth 95)	City of Richmond (Maint: 43) 0.62	56000	Α	91%	1%	1%	1%	6%	0%	F	0.101	Α		58000	
95)	Combined Traffic Estimates for 2 Parallel	,		A	91%	1%	1%	1%	7%	0%	F	0.089	Α	0.605	127000	
	To		S 250 Broad													
orth	From:				040/	40/	40/	40/	00/	00/	_	0.000			04000	
95)	City of Richmond (,	59000	A	91%	1% 1%	1%	1%	6% 7%	0%	F	0.093	A A	0.511	61000	
	Combined Traffic Estimates for 2 Parallel	<u> </u>		Α	91%	170	1%	1%	1%	0%	Г	0.089	А	0.511	127000	
orth East	To: From:	I-64 S	South Interch	hange												
95) (64)	City of Richmond (,	66000	Α	93%	1%	1%	1%	5%	0%	F	0.095	Α		69000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	136000	Α	92%	1%	1%	1%	5%	0%	F	0.091	Α	0.537	142000	
orth East	Tac From:	Cha	amberlayne A	Ave												
95) (64)	City of Richmond (Maint: 43) 0.24	53000	Α	93%	1%	1%	1%	5%	0%	F	0.099	Α		54000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	109000	Α	92%	1%	1%	1%	5%	0%	F	0.096	Α	0.509	112000	
	Τα	US 1. U	JS 301 Belvi	idere St												
orth East	City of Richmond (60000	Α	93%	1%	1%	1%	5%	0%	С	0.097	Α		63000	
95 64	Combined Traffic Estimates for 2 Parallel	,		A	92%	1%	1%	1%	5% 5%	0%	С	0.097	A	0.514	128000	
	Tame Estimates for 21 drailer				JL /0	1 /0	1 /0	1 /0	J /0	0 /0	J	0.004	^	0.014	120000	
	From:	SR	161 Boulev	ard												
95 (64)	City of Richmond (Combined Traffic Estimates for 2 Parallel	,	67000	A A	93% 92%	1% 1%	1% 1%	1% 1%	5% 5%	0% 0%	F	0.099 0.092	A A	0.538	70000 142000	

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:		I-64 Nort	h Interchang	ge; I-195			ZAXIC	, OTAKIC	TITAL	ZITAII		1 actor		1 dotoi		
95)	City of Richmond (1.07	55000	Α	92%	1%	1%	1%	6%	0%	F	0.095	Α		56000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways or			G	91%	1%	1%	1%	6%	0%	F	NA			109000	G
	Tα	<u> </u>		Richmond, S	R 161												
North	From:			I-95 North													
95 Ramp	City of Richmond (Maint: 20)	0.30	5700	G								0.143	F		5700	G
	10:	<u></u>		uth Exit 69A	A Ramp												
North	From:	(14 1 1 20)		I-95 North												2.22	
95 Ramp	City of Richmond (Maint: 20)	0.50	1800	Α								0.211	Α		2100	Α
	10:	<u></u>		South Exit	73A												
North	From:	(14 1 1 10)		I-95 North													
95 Ramp	City of Richmond (Maint: 43)	0.26	NA									NA			NA	
	10:	<u></u>		SR 195													
North	From:			I-95 North										_			_
95 Ramp	City of Richmond (Maint: 43)	0.06	10000	F								0.135	F		10000	F
North	To: From:		I-95-N074D TO	BROAD ST	T VIA 1	7TH ST											
(95) Ramp	City of Richmond ((Maint: 43)	0.14	4300	F								0.184	F		4300	F
95)	To:		I-95-S074C I			OUT							0	•			•
North	From:		I-95-N074C TO														
(95) Ramp	City of Richmond (0.15	5900	F	/11131							0.115	F		5900	F
95)	To:		1US 360-P; 1			EST							011.10	•		0000	•
North	From:			I-95 North													
(95) Ramp	City of Richmond ((Maint: 43)	0.14	20000	Α								0.093	Α		21000	Α
95)	To:	,		np to 7th Str													
North	From:		95-N075B TO R			STREET											
95) Ramp	City of Richmond ((Maint: 43)	0.08	NA									NA			NA	
<u> </u>	To		127-44-N001	C FROM 7	TH STR	EET		\neg \vdash									
North Romp	City of Richmond ((Maint: 42)	0.12	NA									NA			NA	
95 Ramp	City of Alcilliona (64-E FROM RT		1 % 7TU	CTDEET							INA			INA	
	E					SIKEEI											
North Ramp	City of Richmond ((Maint: 42)	0.16	North Exit 7	75A F								0.134	F		1800	_
95 Ramp	City of Alcilliona (iviairit. 43)	0.16	7th Street									0.134	Г		1000	Г
	F																
North Ramp	City of Richmond ((Maint: 42)	0.10	I-95 North 12000	F								0.105	F		12000	F
95 Ramp	Oity of Alchinolia (iviali II. 43)		Chamberlayı				1					0.103	'		12000	'
N	r	<u> </u>			iic FKWY												
North Ramp	City of Richmond ((Maint: 42)	0.08	I-95 North 4100	F								0.130	F		4100	F
95 Ramp	City of Alchmona (iviali II. 43)		North Exit									0.130	r		4100	Г
North	From:	 		North Exit -N078B Ra													
(95) Ramp	City of Richmond ((Maint: 43)	0.04	4100	N								0.130	Ν		4100	Ν
'	To:			603 Hermita									_				

								Tru	ck			K	011	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	City of Dichmond (Mai		-N078A Ra	mp								NA			NIA	
95 Ramp	City of Richmond (<u>Mai</u>	· · · · · · · · · · · · · · · · · · ·	NA 603 Hermita	ge Rd								INA			NA	
North	From:		I-95 North	go rea												
(95) Ramp	City of Richmond (Mai		5100	Α	99%	0%	1%	0%	0%	0%	F	0.113	Α		5400	Α
	Тα		76 Westbroo	ok Ave												
South	From:		CL Richmon	nd												
95)	City of Richmond (Mai	,	46000	Α	91%	1%	1%	1%	7%	0%	F	0.124	Α		47000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	91000	Α	91%	1%	1%	1%	7%	0%	F	NA			95000	Α
South	To: From:	SR	161 Bells F	Rd												
95)	City of Richmond (Mai	int: 20) 3.86	44000	F	91%	1%	1%	1%	7%	0%	С	0.11	Α		45000	F
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	88000	F	91%	1%	1%	1%	7%	0%	С	0.09	Α	0.625	91000	F
	To		Maury St													
South 95)	City of Richmond (Mai	int: 20) 0.75	52000	Α	91%	1%	1%	1%	7%	0%	F	0.107	Α		54000	Α
95)	Combined Traffic Estimates for 2 Parallel Roa	,		A	91%	1%	1%	1%	7%	0%	F	0.107	Α	0.542	107000	A
	Tollinea Traine Estimates for 2 T arailer free				3170	1 /0	1 /0	1 /0	1 /0	0 70	•	0.001	^	0.542	107000	
outh	From:		Downtown													
95)	City of Richmond (Mai	,	66000	Α	91%	1%	1%	1%	7%	0%	F -	0.1	Α		69000	A
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	123000	Α	91%	1%	1%	1%	7%	0%	F	0.089	Α	0.605	127000	Α
outh	To: From:	US	250 Broad	St												
95)	City of Richmond (Mai	int: 43) 1.02	63000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α		66000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	122000	Α	91%	1%	1%	1%	7%	0%	F	0.089	Α	0.511	127000	Α
outh East	To: From:	I-64 S	outh Interch	nange												
95) (64)	City of Richmond (Mai	int: 43) 0.25	70000	Α	91%	1%	1%	1%	6%	0%	F	0.093	Α		73000	Α
93) (04)	Combined Traffic Estimates for 2 Parallel Roa			A	92%	1%	1%	1%	5%	0%	F	0.091	Α	0.537	142000	Α
	То		S 301 Belvi													
South East	From:				010/	10/	10/	40/	C 0/	00/	_	0.004	^		F0000	^
95 64	City of Richmond (Mai Combined Traffic Estimates for 2 Parallel Roa	,	56000	A	91%	1%	1%	1%	6% 5%	0% 0%	F	0.094 0.096	A A	0.509	58000 112000	A A
	Combined Trainic Estimates for 2 Parallel Roa			Α	92%	1%	1%	1%	5%	0%	Г	0.096	А	0.509	112000	А
South East	To: From:	Leig	h St; Gilme	r St												
95) (64)	City of Richmond (Mai	,	62000	Α	91%	1%	1%	1%	6%	0%	С	0.096	Α		65000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	123000	Α	92%	1%	1%	1%	5%	0%	С	NA			128000	Α
South East	To: From:	SR	161 Bouleva	ard												
95) (64)	City of Richmond (Mai	int: 43) 0.48	69000	Α	91%	1%	1%	1%	6%	0%	F	0.096	Α		72000	Α
	Combined Traffic Estimates for 2 Parallel Roa	,		Α	92%	1%	1%	1%	5%	0%	F	0.092	Α	0.538	142000	Α
	To:		h Interchang													

Route	Jurisdictio	ın Lengi	h AADT	ΟΛ	4Tire	Rue		Tru	ick		QC	K	QK	Dir	AAWDT	· 0\
	Caribalotte						2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QI.	Factor	70,000	۵,
outh	City of Richmond (orth Intercha	nge, I-19 A	91%	1%	1%	1%	6%	0%	F	0.105	Α		61000	,
95	Combined Traffic Estimates for 2 Parallel				91%	1%	1%	1%	6%	0%	, E	NA	^		118000	
	Combined Trainc Estimates for 2 Faraner	noadways on this nout		Α	91/6	1 /0	1 /0	1 /0	0 /6	0 /6	1	INA			110000	,
uth	To: From:		SR 161													
5	City of Richmond (Maint: 43) 0.19	52000	G	91%	1%	1%	1%	6%	0%	F	0.1	Ν		53000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 106000	G	91%	1%	1%	1%	6%	0%	F	NA			109000	
	To:		NCL Richmo	ond												
uth	From:		I-95 South	ì												
5) Ramp	City of Richmond (Maint: 20) 0.31	4800	G								0.116	F		4800	
<i></i>	To:	I-95	North Exit 69	A Ramp												
uth	From:		I-95 South	1												
Ramp	City of Richmond (Α	87%	1%	2%	4%	6%	0%	F	0.097	Α		8800	
	To:	I-	95 North Exi	t 73A												
uth	From:		I-95-S													
5) I-95 S Exit 74 B	City of Richmond (Maint: 43) 0.07										NA			NA	
<u> </u>	To:		Franklin S	t												
uth	From:		I-95 South													
5) Ramp	City of Richmond (,	3800	F								0.121	F		3800	
	To:	I-	95 North Exi	t 74C												
uth	From:		I-95 South													
5) Ramp	City of Richmond (Maint: 43) 0.08		F								0.094	F		8600	
	To:		SR 33 Leigh	St												
uth	From:		I-95 South													
Ramp	City of Richmond (F	96%	1%	1%	1%	2%	0%	С	0.114	F		9300	
	To:		SR 161 Boule	vard												
	From:		R 76 Powhite													
16 <i>)</i>	City of Richmond (F	98%	1%	0%	0%	0%	0%	С	0.114	F	0.724	32000	
	To:	•	95 Downtow	_ •												
uth	From:	SR-00146(L)/		OSEWO	OD AVE											
46 <i>)</i>	City of Richmond (,										NA			NA	
	10:	IS-00195-S011A(R)/	RAMP FROM	A SR 146	5/RAMP F	ROM										
	From:		SCL Richmo													
Huguenot Rd	City of Richm	nond 0.10	35000	N	99%	0%	0%	0%	0%	0%	N	0.094	N	0.589	37000	
	Tec From:	SR 1	50 Chippenha	am Pkwy												
Huguenot Rd	City of Richn	nond 1.24	25000	F	99%	0%	0%	0%	0%	0%	С	0.097	F	0.570	27000	
/	To:		NCL Richmo													
Divor Dd	Prom:	200	WCL Richm		000/	00/	00/	00/	00/	00/	0	0.004	_	0.501	05000	
River Rd	City of Richm	nond 0.68	23000	G	99%	0%	0%	0%	0%	0%	С	0.084	F	0.591	25000	
	Tor From:		Three Chopt				\Box									
47)Cary St	City of Richm	nond 0.16	20000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.582	21000	
	To:		Libbie Av	e												

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

			OI NICIIII					Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	Q1
	From:		Libbie Ave													
47)Cary St	City of Richm	nond 1.10	15000	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.532	15000	(
	To: From:	W	estmoreland	St			<u> </u>									
147)Cary St	City of Richm	nond 0.83	14000	G	99%	0%	0%	0%	0%	0%	F	0.098	F		15000	(
	To: From:	,	Thompson S	t												
147)Cary St	City of Richm		9900	G	99%	0%	0%	0%	0%	0%	F	0.084	F		11000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.542	21000	(
	To:	SR	161 Boulev	ard			<u> </u>									
147)Cary St	City of Richm		12000	G	96%	1%	1%	1%	0%	0%	С	0.095	F		12000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	97%	1%	1%	1%	0%	0%	С	0.09	F	0.829	27000	(
	To: From:	US 1;	US 301 Belv	idere St			⊢									
147)Cary St	City of Richm		7100	G	99%	0%	0%	0%	0%	0%	F	0.121	F		7600	(
	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.692	18000	(
	To:	1	US 60, 9th S	t												
	From:	SR 147 TO RT 19			STREET	,										
Ramp	City of Richmond (4700	F								0.184	F		4700	
	10.	1-19	95-S TO RT	147												
Thompson St	City of Richm	nond 0.07	Cary St 14000	G	98%	1%	1%	0%	0%	0%	_	0.097	F	0.917	15000	(
Thompson St	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0%	0%	0%	0%	F	NA	1	0.517	25000	(
	To:		Ellwood Ave		33 /6	0 70	70	0 70	0 /0	0 70		13/3			23000	•
	From:	,	Thompson S													
147 Ellwood Ave	City of Richm		9600	G	98%	1%	1%	0%	0%	0%	F	0.097	F		10000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.542	21000	(
	To: From:		161 Boulev	ard			-									
₁₄₇)Main St	City of Richm		14000	G	98%	1%	1%	0%	0%	0%	С	0.106	F		15000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	97%	1%	1%	1%	0%	0%	С	0.09	F	0.829	27000	(
	From:		JS 301 Belvi	dere St												
Main St	City of Richm		9500	G	98%	1%	1%	0%	0%	0%	F	0.128	F		10000	(
	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.692	18000	(
	To:	U	JS 60 P, 8th	St												
	From:		CL Richmon										_		.=	
	City of Richm	nond 1.51	43000	G	96%	0%	1%	2%	1%	0%	С	0.102	F	0.564	47000	(
Willey Bridge				_												
<u> </u>	To: From:		147 Hugueno													
<u> </u>	To From: City of Richm		147 Hugueno 42000	G Rd	98%	0%	1%	0%	1%	0%	F	0.105	F	0.503	45000	(
Willey Bridge Chippenham Pkwy Chippenham Pkwy	City of Richm City of Richm City of Richm	nond 1.36		G	98%	0%	1%	0%	1%	0%	F	0.105	F	0.503	45000	(

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		I-95													
161 Commerce Rd	City of Richmond	0.21	18000	G	87%	1%	1%	2%	8%	0%	F	0.083	F	0.65	19000	G
\smile	To:		Bells Rd													
Dalla Dd	City of Richmond	<u>(</u> 1.17	Commerce R		87%	1%	1%	2%	8%	00/	С	0.082	F	0.506	9100	G
161 Bells Rd	City of Alcrimond	1.17	8500	G	67%	170	170	2%	0%	0%	C	0.082	Г	0.506	9100	G
	To: From:	US 1, US 3														_
161)Bells Rd	City of Richmond	0.49	10000	G	92%	2%	1%	2%	3%	0%	С	0.086	F	0.517	11000	G
<u> </u>	To: From:		Belt Blvd Bells Rd													
161)Belt Blvd	City of Richmond	0.84	4900	G	92%	2%	1%	2%	3%	0%	F	0.099	F	0.569	5200	(
161) Bon Biva	Only of Filodiniona				0L /0	270		270	0 /0	0 70	•	0.000	•	0.000	0200	`
Data Divid	From		Terminal Av		000/	00/	10/	00/	00/	00/		0.005	_	0.540	0000	,
161 Belt Blvd	City of Richmond	0.98	6400	G	92%	2%	1%	2%	3%	0%	F	0.085	F	0.518	6800	(
	From:		W; Broad R O Broad Roo													
161) (10) Broad Rock Blvd	City of Richmond	0.43	15000	G	98%	1%	1%	1%	0%	0%	F	0.093	F	0.563	16000	
101) 10	To:		N RT 10													
	From:	SR 10	E, Broad Ro	ock Rd												
161)Belt Blvd	City of Richmond	0.30	12000	G	97%	2%	1%	0%	0%	0%	С	0.087	F	0.578	13000	(
\smile	To: From:	U	S 360 Hull	St												
161)Belt Blvd	City of Richmond	0.87	18000	G	93%	1%	1%	2%	3%	1%	С	0.089	F	0.548	19000	(
	Too	IIC 60) Midlothian	Tales												
161)Westover Hills Blvd	City of Richmond	0.92	17000	G	97%	2%	1%	0%	0%	0%	С	0.08	F	0.545	18000	(
181) 110010101 1 11110 2110	ony or ruorimona				0.70			070	0 / 0	0 70	Ü	0.00	•	0.010	10000	`
Wasterian Hills Divid	From:		orest Hill A		070/	00/	10/	00/	00/	00/	г	0.107	F	0.000	10000	_
Westover Hills Blvd	City of Richmond	0.40	12000	G	97%	2%	1%	0%	0%	0%	F	0.107	г	0.622	12000	C
	To: From:	E	velyn Byrd I													
161)Westover Hills Blvd	City of Richmond	0.21	12000	G	100%	0%	0%	0%	0%	0%	С	0.104	F	0.621	13000	C
	To: From:	Sou	th End of Br	idge			\neg \vdash									
161) Nickel Bridge	City of Richmond (Maint: TOL)	0.38	12000	G	100%	0%	0%	0%	0%	0%	С	0.104	F	0.621	13000	(
\smile	To:	Nor	th End of Br	idae			—									
161)Park Dr	City of Richmond	0.31	12000	G	100%	0%	0%	0%	0%	0%	С	0.104	F	0.621	13000	
101)* 4	, T-1							• / •	- , -	-,-	_			• • • • • • • • • • • • • • • • • • • •		
161)Park Dr	City of Richmond	0.43	Shirley Lane 11000		100%	0%	0%	0%	0%	0%	С	0.101	F	0.623	12000	(
161 Faik Di	City of Alchinoria	0.43	11000	G	100%	076	0%	0%	070	0%	C	0.101	Г	0.023	12000	•
	To: From:		Rugby Rd				<u> </u>									
161 Blanton Ave	City of Richmond	0.22	11000	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.565	12000	(
<u> </u>	To: From:		Grant St													
161)Boulevard	City of Richmond	0.38	9700	G	99%	0%	0%	0%	0%	0%	С	0.098	F	0.568	10000	(
\smile	Τα	S	R 147 Cary	St			—∟									
161)Boulevard	City of Richmond	0.84	16000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.51	17000	
101)							 -	- / -			-		-			
161)Boulevard	City of Diahmand		; US 250 Br		079/	10/	10/	00/	10/	00/		0.005	F	0.500	21000	
161 /Doulevard	City of Richmond	1.05	20000	G	97%	1%	1%	0%	1%	0%	С	0.085	г	0.569	21000	G

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

								Tru	ıck			K		Dir	-	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q
Davidsonid	From:	1 0.10	I-95		050/	40/	10/	40/	00/	00/	_	0.004	_	0.500	4.4000	,
61 Boulevard	City of Richmond	d 0.12	13000	G	95%	1%	1%	1%	2%	0%	F	0.091	F	0.502	14000	
	To From:		Vestwood Av													
Hermitage Rd	City of Richmond	d 1.23	8800	G	98%	1%	1%	0%	0%	0%	С	0.114	F	0.648	9400	
	To From:	1 004	I-95			20/		00/	00/	00/		0.1	_	0.550	47000	
161 Hermitage Rd	City of Richmond		16000 CL Richmor	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.556	17000	
	From:		61 Commerc				1									
161)Ramp	City of Richmond (Mai		4500	A								0.161	Α		5500	
101) **	To:		I-95 South													
	From:	SR 161- A	JB-20 FRO	M RT 1	61											
161)Ramp	City of Richmond (Mai	,	NA									NA			NA	
	To:	I-95-N	FR BELLS	ROAD												
	From:		161 Boulev									0.400	_		11000	
161 Ramp	City of Richmond (Mai		11000	F								0.106	F		11000	
	From		I-95 North													
161)Ramp	City of Richmond (Mai		61 Hermitag 6900	ge Rd F								0.124	F		6900	
161) 1 101111	To:		I-95 South									0.124	•		0000	
North	From:	SR 195	5 Downtown	Expwy												
195)	City of Richmond (Mai	int: 43) 0.48	15000	Α	98%	0%	0%	0%	1%	0%	F	0.207	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	26000	G	98%	0%	0%	0%	1%	0%	F	NA			31000	
L. III.	To:	SR 7	76 Powhite P	Pkwy												
North 195	City of Richmond (Mai	int: 43) 0.79	35000	Α	98%	0%	0%	0%	1%	0%	С	0.156	Α		40000	
195)	Combined Traffic Estimates for 2 Parallel Roa	,		A	98%	0%	0%	0%	1%	0%	C	0.136	Α	0.553	83000	
	To		Ionument Av					- , -	.,,	-,-						
North	From:				000/	00/		00/	40/	00/	_				40000	
195	City of Richmond (Mai	,	37000	G	98%	0%	0%	0%	1%	0%	F	NA			42000	
	Combined Traffic Estimates for 2 Parallel Roa	•		G	98%	0%	0%	0%	1%	0%	Г	NA			85000	
Vorth	To: From:	US 33	, US 250 Br	oad St												
195)	City of Richmond (Mai	,	40000	G	98%	0%	0%	0%	1%	0%	F	NA			47000	
	Combined Traffic Estimates for 2 Parallel Roa			G	98%	0%	0%	0%	1%	0%	F	NA			87000	
lorth	To: From:		CL Richmon													
lorth 195	City of Richmond (Mai		40000	G	98%	0%	0%	0%	1%	0%	F	NA			47000	
133)	Combined Traffic Estimates for 2 Parallel Roa	•		G	98%	0%	0%	0%	1%	0%	F	NA			87000	
	То		97 Laburnun													
North	From:				000/	00/		00/	10/	00/	_	0.404	^		40000	
195)	City of Richmond (Mai Combined Traffic Estimates for 2 Parallel Roa	•	38000 76000	A A	98% 98%	0% 0%	0% 0%	0% 0%	1% 1%	0% 0%	F	0.131 0.122	A A	0.521	43000 86000	

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

5 .						4.7.			Tru	ck		-00	K	01/	Dir	4 4 14 / D.T.	- 014
Route	Jurisdictio	on Lo	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	14		mp to I-64 W		000/	20/		201	10/	00/	_	0.400	_		00000	_
195 I-195 N Ramp	City of Richmond (•	0.09	17000	F	98%	0%	0%	0%	1%	0%	F	0.103	F		20000	F
•	Combined Traffic Estimates for 2 Parallel	Roadways on this H	loute:	37000	F	98%	0%	0%	0%	1%	0%	F	0.102	F		43000	F
lorth	To: From:	R	amp to	I-64 East, I-9	95 Sout	h											
195) I-195 N Ramp	City of Richmond (Maint: 43)	0.16	15000	F	98%	0%	0%	0%	1%	0%	F	0.108	F		17000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	31000	F	98%	0%	0%	0%	1%	0%	F	0.104	F	0.500	36000	F
	To:			p From I-64													
orth 95)I-195 N Ramp	City of Richmond (Maint: 42)	Rar 0.48	np From I-64 25000	4 E A	98%	0%	0%	0%	1%	0%	_	0.099	Α		27000	Δ
95/1-195 N Hallip	Combined Traffic Estimates for 2 Parallel				F	98%	0%	0%	0%	1%	0%	' -	0.033	В	0.520	58000	F
	Combined Trainic Estimates for 2 Faraner	noadways on this n	ioule.	I-95 N		90%	076	0%	0%	1 70	0%	Г	0.033	Ь	0.520	36000	Г
orth	From			I-195 North													
95)Ramp	City of Richmond (Maint: 43)	0.27	NA									NA			NA	
30)	To	, , , , , , , , , , , , , , , , , , ,	CD 7	6 North Exit	12D												
orth	From:	14											0.400	_		0000	_
95 Ramp	City of Richmond (Maint: 43)	0.18	3200	F								0.128	F		3200	ŀ
				Thompson St	[1									_
orth 95)Ramp	City of Richmond (Maint: 42)	0.11	I-195 North 7900	F								0.133	F		7900	ı
95 hamp	City of Fichinoria (Maint. 43)		Thompson St									0.133	'		7900	'
a wtla	From			I-195 North													_
orth 95)Ramp	City of Richmond (Maint: 43)	0.11	5400	F								0.177	F		5400	F
95)	To:		••••	Clay St									0	•		0.00	·
orth	From:	I-195	-N TO I	LABURNUN	M AVE	NUE											
95)Ramp	City of Richmond (0.10	3900	F								0.125	F		3900	F
<u> </u>	To:	127-	-7555 F	ROM RT 19	5 NOR	TH											
orth	From:			I-195 North													
95 Ramp	City of Richmond (Maint: 43)	0.43	23000	F								0.124	F		23000	F
<u> </u>	To:			I-64 West													
orth	From:			I-195 North													
95 Ramp	City of Richmond (Maint: 43)	0.13	2500	F								0.092	F		2500	F
	10.			I-64 East													
outh	City of Diobassas d			Downtown 1		000/	00/	10/	00/	10/	00/	г	NIA			12000	,
95)	City of Richmond (0.61	11000	G	98%	0% 0%	1%	0% 0%	1%	0% 0%	F	NA			13000	(
	Combined Traffic Estimates for 2 Parallel	noadways on this H			G	98%	0%	0%	0%	1%	0%	г	NA			31000	(
puth	To: From:		SR 7	6 Powhite P	kwy												
95)	City of Richmond (Maint: 43)	0.22	37000	Α	98%	0%	1%	0%	1%	0%	С	0.152	Α		42000	/
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	72000	Α	98%	0%	0%	0%	1%	0%	С	0.136	Α	0.553	83000	A
	To:			Grove Ave													

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

Route Jurisdiction Length AADT QA 4Tire Bus Truck Truck Truck Truck QC Ractor Factor Facto	AAWDT	AAWD	
City of Richmond (Maint: 43) 0.65 37000 G 98% 0% 1% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 74000 G 98% 0% 0% 0% 0% 1% 0% F NA South City of Richmond (Maint: 43) 0.65 35000 A 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA South City of Richmond (Maint: 43) 0.37 35000 A 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 0% 0% 0% 1% 0% F 0.122 A 0.521	40000		AWDI
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 74000			
South Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 1% 0% 1% 0% F NA		43000	
City of Richmond (Maint: 43) 0.65 35000 A 98% 0% 1% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA City of Richmond (Maint: 43) 0.37 35000 A 98% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 0% 0% 0% 1% 0% F 0.126 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 0% 0% 0% 1% 0% F 0.122 A 0.521	85000	85000	5000
City of Richmond (Maint: 43) 0.65 35000 A 98% 0% 1% 0% 1% 0% F NA			
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 1% 0% F NA	40000	40000	0000
City of Richmond (Maint: 43) 0.37 35000 A 98% 0% 1% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 1% 0% F NA City of Richmond (Maint: 43) 0.07 35000 A 98% 0% 1% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 1% 0% 1% 0% F 0.126 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 0% 0% 1% 0% F 0.122 A 0.521	87000	87000	7000
City of Richmond (Maint: 43) 0.37 35000 A 98% 0% 1% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 1% 0% F 0.126 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 0% 0% 0% 1% 0% F 0.122 A 0.521			
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 1% 0% F NA South SCL Richmond SCL Richmond	40000	40000	0000
City of Richmond (Maint: 43) 0.07 35000 A 98% 0% 1% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 0% 1% 0% F NA SR 197 Laburnum Ave City of Richmond (Maint: 43) 0.24 39000 A 98% 0% 1% 0% 1% 0% F 0.126 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 0% 0% 0% 1% 0% F 0.122 A 0.521	87000	87000	7000
City of Richmond (Maint: 43) 0.07 35000 A 98% 0% 1% 0% 1% 0% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 1% 0% F NA South City of Richmond (Maint: 43) 0.24 39000 A 98% 0% 1% 0% 1% 0% F 0.126 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 0% 0% 0% 1% 0% F 0.122 A 0.521			
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 G 98% 0% 0% 0% 1% 0% F NA SR 197 Laburnum Ave SR 197 Laburnum Ave South Topic SR 198 Laburnum Ave South Topic SR 198 Laburnum Ave South Topic SR 198 Laburnum Ave S	40000	40000	.0000
SR 197 Laburnum Ave	87000		
City of Richmond (Maint: 43) 0.24 39000 A 98% 0% 1% 0% 1% 0% F 0.126 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 0% 0% 1% 0% F 0.122 A 0.521			
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 76000 A 98% 0% 0% 0% 1% 0% F 0.122 A 0.521	44000	44000	4000
	86000		
$^{\text{T}\alpha}$ I-64; I-95	80000	80000	0000
South Ramp From I-64 East			
195 I-195 S Ramp City of Richmond (Maint: 43) 0.16 20000 F 98% 0% 1% 0% 1% 0% F 0.101 F	23000		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 37000 F 98% 0% 0% 0% 1% 0% F 0.102 F	43000	43000	3000
South Ramp From I-64 West, I-95 North			
195 I-195 S Ramp City of Richmond (Maint: 43) 0.10 16000 F 98% 0% 1% 0% 1% 0% F 0.103 F	19000	19000	9000
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 31000 F 98% 0% 0% 0% 1% 0% F 0.104 F 0.500	36000	36000	6000
South Ramp To I-64 West			
195)I-195 S Ramp City of Richmond (Maint: 43) 0.43 26000 F 98% 0% 1% 0% 1% 0% F 0.104 F	30000	30000	0000
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000 F 98% 0% 0% 0% 1% 0% F NA	58000	58000	8000
Tα I-95 South			
South Fron: I-195 South			
195 Ramp City of Richmond (Maint: 43) 0.19 3700 A 0.151 A	4000	4000	4000
To: Rosewood Ave			
South I-195 South 195 Ramp City of Richmond (Maint: 43) 0.11 8700 F 0.102 F	8700	8700	8700
195 (Name 1	0700	3700	0,00
South Front I-195 South			
195) Ramp City of Richmond (Maint: 43) 0.12 7700 F 0.112 F	7700	7700	7700
To. Hamilton St			
South From: I-195 South			
(Maint: 43) 0.19 12000 F 0.110 F	10000	12000	2000
To: I-64 West	12000		

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

		Ci							_			17				
Route	Jurisdictio	n Lengt	h AADT	QA	4Tire	Bus		Tru			QC	K .	QK	Dir	AAWDT	QW
		1					2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
North	City of Diehmand	(Maint: 40) 1.00	I-95 S	_	000/	00/	00/	00/	10/	00/	_	0 1 4 1	_		17000	F
195 Downtown Expressway	City of Richmond (,		F	98%	0%	0%	0%	1%	0%	_	0.141	F		17000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 23000	G	98%	0%	0%	0%	1%	0%	F	NA			27000	G
North	To:	Ramp to Can	al Street near	3rd St O	verpass											
195) Downtown Expressway	City of Richmond ((Maint: 43) 2.10	21000	Α	98%	0%	0%	0%	1%	0%	С	0.237	Α		26000	Α
. ,	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 41000	Α	98%	0%	0%	0%	1%	0%	С	0.157	Α	0.778	50000	Α
	To						 1									
<u>North</u>	From:		SR 146													
195) Downtown Expressway	City of Richmond (,	14000	F	98%	0%	0%	0%	1%	0%	F	0.163	F		17000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 23000	F	98%	0%	0%	0%	1%	0%	F	0.125	F	0.646	29000	F
	To:		I-195 N													
South	From:		I-95 N													
195 Downtown Expressway	City of Richmond ('		G	98%	0%	0%	0%	1%	0%	F	NA			9900	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 23000	G	98%	0%	0%	0%	1%	0%	F	NA			27000	G
	To	Ramp from By	rd Street nea	3rd St C	Overpass		\neg \vdash									
South Downtown Everence	City of Diehmand					00/	00/	00/	10/	00/	0	0.040	۸		04000	۸
Downtown Expressway	City of Richmond (,		A	98%	0%	0%	0%	1%	0%	С	0.242	A	0.770	24000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 41000	Α	98%	0%	0%	0%	1%	0%	С	0.157	Α	0.778	50000	Α
South	To:		SR 146													
195 Downtown Expressway	City of Richmond ((Maint: 43) 0.24	9200	Α	98%	0%	0%	0%	1%	0%	F	0.285	Α		12000	Α
1 7	Combined Traffic Estimates for 2 Parallel	` '	e: 23000	F	98%	0%	0%	0%	1%	0%	F	0.125	F	0.646	29000	F
	To		I-195 S				Ť	-,-		-,-	•		-			-
South	From		SR 195 Sou	th												
195)Ramp	City of Richmond ((Maint: 43) 0.14										NA			NA	
133)	To	,	I-95 South				1									
	From	1														
Malyara A::-			Cary Stree													
107 /IVIAIVEITI AVE	City of Richn	nond 1.22	Cary Stree	F	99%	0%	1%	0%	0%	0%	С	0.105	F	0.506	6700	F
197 Iviaivern Ave	City of Richn			F	99%	0%	1%	0%	0%	0%	С	0.105	F	0.506	6700	F
	To: From:		6300	F	99%		1%	0%	0%	0%	С	0.105	F	0.506	6700	F
	City of Richm To: From: City of Richm		6300 ECL Richmo	F	99%	0%	1%	0%	0%	0%	C F	0.105	F	0.506	6700 12000	F
Malvern Ave	To: From:		6300 ECL Richmo WCL Richmo 12000	F nd ond G												
197) Westwood Ave	To: From: City of Richn To: From:	nond 0.11	6300 ECL Richmo WCL Richmo 12000 Saunders Av	F nd ond G				0%		0%					12000	G
Westwood Ave	To: From:	nond 0.11	6300 ECL Richmo WCL Richmo 12000 Saunders Av	F and ond G	99%	0%	1%		0%		F	0.102	F	0.699		G
Westwood Ave Saunders Ave	To: From: City of Richn To: From:	nond 0.11	6300 ECL Richmo WCL Richmo 12000 Saunders Av 7000	F and ond G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.699	12000	G
Westwood Ave Saunders Ave	To: From: City of Richn To: From:	nond 0.11 nond 0.42	6300 ECL Richmo WCL Richmo 12000 Saunders Av 7000 Laburnum A Saunders Av	F and ond G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.699	12000	G
197) Westwood Ave	To: From: City of Richn City of Richn City of Richn To: From:	nond 0.11 nond 0.42	6300 ECL Richmo WCL Richmo 12000 Saunders Av 7000 Laburnum A Saunders Av	F nd ond G G G G G G G G G G G G G G G G G G G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.699	12000 7500	G
197) Westwood Ave 197) Saunders Ave	To: From: City of Richn City of Richn City of Richn To: From:	nond 0.11 nond 0.42 nond 0.14	6300 ECL Richmo WCL Richmo 12000 Saunders Av 7000 Laburnum A Saunders Av 15000 Rosedale Av	F nd ond G G G G G G G G G G G G G G G G G G G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.699	12000 7500	G G
Westwood Ave Saunders Ave	To: From: City of Richn To: From: City of Richn To: City of Richn To: From: City of Richn	nond 0.11 nond 0.42 nond 0.14	6300 ECL Richmo WCL Richmo 12000 Saunders At 7000 Laburnum A Saunders At 15000 Rosedale At 18000	F and and G G G G G G G G G G G G G G G G G G G	99%	0%	1%	0% 0%	0%	0% 0%	F F	0.102 0.097 0.109	F F	0.699 0.747 0.786	12000 7500 15000	G G
197) Westwood Ave 197) Saunders Ave 197) Laburnum Ave	To: From: City of Richn To: From: City of Richn To: City of Richn To: From: City of Richn	nond 0.11 nond 0.42 nond 0.14 nond 0.35	6300 ECL Richmo WCL Richmo 12000 Saunders Ar 7000 Laburnum A Saunders Ar 15000 Rosedale Ar 18000 Hermitage F	F and and G G G G G G G G G G G G G G G G G G G	99%	0%	1%	0% 0%	0%	0% 0%	F F	0.102 0.097 0.109	F F	0.699 0.747 0.786	12000 7500 15000	

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

Б.,	1			4			Tru	ck			K		Dir	A A14/DT	- 01
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		ok Road	000/	40/	10/	00/	00/	00/	_	0.004	_	0.557	4.4000	_
Laburnum Ave	City of Richmond		4000 G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.557	14000	G
	From:		erlayne Ave												
197)Ramp	City of Richmond (Maint: 43)		aburnum Ave 900 F								0.103	F		5900	F
197/114111	To:		4 West								0.105	•		3300	'
	From:														
Broad St	City of Richmond		Richmond 9000 G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.583	32000	G
250) 21000 01					1 /0		0 70	0 70	0 70	•	0.002	·	0.000	02000	
Prood St	City of Diahmond		aples Mill Rd	98%	1%	10/	09/	0%	0%	С	0.109		0.550	27000	F
250 33 Broad St	City of Richmond	0.79 22	4000 F	98%	170	1%	0%	0%	0%	C	0.109	Α	0.559	27000	Г
~~~~	To: From:		vern Ave							_					
250 (33) Broad St	City of Richmond	0.97 <b>2</b> 4	4000 G	98%	1%	1%	0%	0%	0%	F	NA			27000	C
~ ~	To: From:	Sher	pard St									—			
250 (33) Broad St	City of Richmond	0.38 <b>2</b> 4	4000 G	94%	1%	2%	2%	1%	0%	С	0.087	F	0.761	27000	(
<del>~~~</del>	To	SR 399 Te	erminal Place												
250 (33) Broad St	City of Richmond	0.94 <b>2</b> 4	1000 G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.706	26000	(
	To:	CD 23 Day	r Harrison St												
250 (33) Broad St	City of Richmond		6000 G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.503	29000	
30) (33) = 10 10	Combined Traffic Estimates for 2 Parallel Roadways			98%	1%	1%	0%	0%	0%	F	NA			39000	
	To														
Broad St	City of Richmond		Hancock St 5000 F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.618	17000	F
250) 21000 01	only of Filenment			0070	1 /0	170	070	0 70	0 70	•	0.000	•	0.010	17000	
Drood Ct	City of Diehmand		nd St	049/	1%	10/	10/	20/	00/	С	0.007	F	0.552	10000	
Broad St	City of Richmond	0.38 16	6000 G	94%	170	1%	1%	2%	0%	C	0.087	Г	0.552	18000	
~~	To: From:		th St												
Broad St	City of Richmond	0.38 <b>2</b> 1	1000 G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.504	23000	C
~	To: From:		4th St												
Broad St	City of Richmond	0.29 <b>2</b> 5	5000 G	91%	1%	3%	4%	1%	0%	С	0.088	F	0.843	28000	C
~ <u></u>	To	US 36	60 18th St												
250 Broad St	City of Richmond		4000 G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.515	16000	C
<del>\$</del>	То	115 60	0, 21st St												
Broad St	City of Richmond		200 F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.548	7700	F
250) 2.000 01	To:		Brd St	0070	. , 0		0,0	0,0	0,0	•	0.00	•	0.0.0		
	From:		6A FROM ROU	Т											
250 Ramp	City of Richmond (Maint: 43)		NA	1							NA			NA	
230)				Y 1777 Y		1									
~~	City of Richmond (Maint: 43)	US 250- 166B TO		UTH										NA	
Ramp		0.03 I	NA								NA			NIA	

Route	Jurisdiction	Length AADT QA	4Tire	Bus			< Trail 2Tr	$\sim$	C K Factor	QK	Dir Factor	AAWDT	QW
250 Ramp	City of Richmond (Maint: 43)	US 250- 166A TO ROUTE 95 S 0.22 <b>12000 F</b> I-95-N FROM ROUTE 250-BROAL							0.098	F		12000	F
East 250 Ramp	City of Richmond (Maint: 43)	US 250 TO ROUTE 95 0.13 <b>NA</b> US 250-W166A FROM RO	UT						NA			NA	
Vest 250 Ramp	City of Richmond (Maint: 43)	US 250 TO ROUTE 95 0.04 <b>NA</b> US 250-E166A US 250- 166A FRO	OM ROUT						NA			NA	
301) 1 Jefferson Davis Hwy	City of Richmond	SCL Richmond 2.13 <b>14000 G</b>	92%	0%	2%	1%	3% 09	<b>6</b> (	C 0.080	F	0.568	15000	G
301 1 Jefferson Davis Hwy	City of Richmond	Bellmeade Rd           0.86         12000         A	95%	1%	1%	1%	2% 0%	<b>6</b> (	0.096	Α	0.500	13000	Α
301 1 Jefferson Davis Hwy	City of Richmond	Hopkins Rd 1.01 <b>18000 G</b>	96%	1%	1%	1%	1% 0%	6 (	0.085	F	0.503	20000	G
Cowardin Ave	City of Richmond	US 360 Hull St 0.39 <b>21000 G</b>	94%	1%	2%	2%	1% 0%	<b>6</b> (	0.09	F	0.589	22000	G
1 Lee Bridge	City of Richmond	Semmes Ave 0.76 30000 G 2nd St	96%	1%	2%	0%	1% 0%	<b>6</b> (	0.092	F	0.571	34000	G
301 1 Belvidere St	City of Richmond	0.92 <b>26000 G</b> Franklin St	97%	1%	1%	0%	1% 0%	6 F	0.089	F	0.567	29000	G
Belvidere St	City of Richmond	0.15 <b>30000 G</b> US 250 Broad St	97%	1%	1%	0%	1% 0%	6 F	0.084	F	0.505	34000	G
Belvidere St	City of Richmond	0.40 <b>30000 G</b> Chamberlayne Ave	97%	1%	1%	0%	1% 0%	6 F	0.083	F	0.611	34000	G
Chamberlayne Ave	City of Richmond	Belvidere St 1.02 <b>22000 G</b>	97%	1%	1%	0%	1% 09	6 (	0.081	F	0.661	25000	G
301 1 Chamberlayne Ave	City of Richmond	0.31 <b>20000 G</b>	97%	1%	1%	0%	1% 0%	<b>6</b> (	0.083	F	0.679	23000	G
301 1 Chamberlayne Ave	City of Richmond	Brookland Park Blvd  0.86 16000 G  Laburnum Ave	97%	1%	1%	0%	1% 0%	<u> </u>	0.089	F	0.683	18000	G
Chamberlayne Ave	City of Richmond	0.26 14000 G  Claremont Ave	97%	1%	1%	0%	1% 0%		0.093	F	0.683	15000	G
Chamberlayne Ave	City of Richmond	0.94 <b>14000 G</b> Azalea Ave	97%	1%	1%	0%	1% 0%	6 (	0.095	F	0.681	16000	G
2 Chamberlayne Ave	City of Richmond	0.04 13000 G  NCL Richmond	97%	1%	1%	0%	1% 09	6 F	0.094	F	0.567	14000	G

## Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	Γ QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	Parking Lot;	13th St												
353 Duvall St	City of Richmond (Maint: 43)	0.38 <b>NA</b>									NA			NA	
<u> </u>	100	8th Stre													
~~		SR 150 Chippenham Pkw			00/		201	40/	00/	_	0.000	_	0.570	07000	,
360 Hull Street Rd	City of Richmond	0.61 <b>26000</b>	) G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.572	27000	(
~~	To: From:	Hey Ro	1												
360 Hull Street Rd	City of Richmond	2.18 <b>2400</b> 0	) G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.621	26000	(
<del>~</del>	To: From:	SR 161 Belt	Blvd			<u> </u>									
360 Hull St	City of Richmond	0.18 <b>1800</b> 0	) G	97%	2%	1%	0%	0%	0%	F	0.092	F	0.662	19000	(
	To	McGuire	Dr												
360 Hull St	City of Richmond	1.05 <b>1600</b> 0		97%	2%	1%	0%	0%	0%	F	0.086	F	0.670	17000	(
360) 31				0.70			0,0	0,70	0 / 0	·	0.000	•	0.0.0	.,	
VIIII Ct	City of Dishmond	Midlothian	•	97%	2%	10/	00/	0%	0%	С	0.090	۸	0.582	22000	
360 Hull St	City of Richmond	0.54 <b>2100</b> 0	) B	97%	2%	1%	0%	0%	0%	C	0.090	Α	0.562	22000	E
~~	T _{CC} . From:	US 1 Jefferson I													
360 Hull St	City of Richmond	0.55 <b>1300</b> 0	) G	97%	2%	1%	0%	0%	0%	F	0.080	F	0.551	14000	(
<del>~</del>	To: From:	Commerce	e Rd			$\neg$ $\vdash$									
360 Hull St	City of Richmond	0.37 19000	) F	96%	2%	1%	1%	0%	0%	С	0.090	F	0.531	20000	
	Tα	1st St													
360 Mayo Bridge	City of Richmond	0.51 <b>2000</b> 0		97%	2%	1%	0%	0%	0%	F	0.095	F	0.527	21000	(
300)	T.														
360 14th St	City of Richmond	0.08 Dock S		97%	2%	1%	0%	0%	0%	F	0.096	F	0.670	15000	(
360 1411 31	Oity of Filefilliona	0.00 14000	, G	31 /6	2 /0	1 /0	0 /6	0 /6	0 /6	'	0.030	'	0.070	13000	`
~~~~	To: From:	US 60 Car	-												
360) (60) 14th St	City of Richmond	0.08 14000		97%	2%	1%	0%	0%	0%	Ν	0.096	N	0.670	15000	1
~ ~	From:	US 60 Par, M 14th St													
360 (60) Main St	City of Richmond	0.30 2100 0		97%	2%	1%	0%	0%	0%	F	0.079	F	0.560	22000	(
360) (60) Main St	To:	18th St		07.70		Ť	0 70	0 70	0 70	•	0.070	•	0.000	22000	•
	From:	US 60 Mai	in St												
360 18th St	City of Richmond	0.14 7400	G	97%	2%	1%	0%	0%	0%	F	0.099	F	0.785	7900	(
~	To:	Grace S	St												
360 18th St	City of Richmond	0.06 8700		97%	2%	1%	0%	0%	0%	F	0.096	F		9300	(
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route: 12000	G G	97%	2%	1%	0%	0%	0%	F	0.096	F	0.733	13000	(
	To														
360 18th St	City of Richmond	US 250 Bro 0.19 6500		97%	1%	1%	0%	0%	0%	С	0.115	F		6900	(
300 10111 01	Combined Traffic Estimates for 2 Parallel Roadways or			97%	1%	1%	0%	0%	0%	F	0.113	, F	0.67	23000	(
	Combined Trainic Estimates for 2 Farallel Roadways of			9170	I 70	I 70	U 70	U 70	U-76	Г	0.095	Г	0.67	23000	(
~	To: From:	Venable								_					
360 18th St	City of Richmond	0.50 3900		97%	2%	1%	0%	0%	0%	F	0.119	F		4200	(
~	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route: 8800	G	97%	2%	1%	0%	0%	0%	F	0.101	F	0.534	9400	(
	Τα:	Balding	St												

Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~ ~ ~	From:		18th St													
360 Balding St	City of Richmo		3900	N	97%	2%	1%	0%	0%	0%	Ν	0.119	Ν		4200	Ν
<i></i>	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	8800	N	97%	2%	1%	0%	0%	0%	Ν	NA			9400	Ν
	To:		17th St													
~~~	From:		Balding St		070/	00/	101	00/	00/	00/	_	0.405	_	0.500	0400	_
360 17th St	City of Richmo		7600	G	97%	2%	1%	0%	0%	0%	F	0.105	F	0.589	8100	G
•	From:	F	airfield Way	у												
360 Fairfield Way	City of Richmo	ond 0.54	6400	G	97%	2%	1%	0%	0%	0%	F	0.119	F	0.842	6800	G
300)	To:		hanicsville [	-					- , -		•		-			-
	From:		airfield Wa													
360 Mechanicsville Tpke	City of Richmo	ond 0.44	13000	G	96%	1%	1%	1%	1%	0%	С	0.100	F	0.671	14000	G
<del></del>	Tec		I-64													
360 Mechanicsville Tpke	City of Richmo	ond 0.25	33000	G	95%	0%	2%	2%	1%	0%	С	0.092	F	0.659	36000	G
300)	To:		CL Richmor								_					-
	From:	US 360-E143B U	IS 360 W1/	3B ED(	M DT 3		i									
360 Ramp	City of Richmond (N		14000	F	NI KI J							0.091	F		14000	F
360)	To:	I-64-W FROM		•	EAST							0.00.	•		000	•
F1	From:	101 (1110)	US 360	DDT cc.	3. 15 1											
East 360 Ramp	City of Richmond (N	Maint: 43) 0.15	1100	F								0.114	F		1100	F
360) 1 141115	To:	I-64-E192X FROM			CHANICS	:						0.114	•		1100	•
E	From:				ern ii viec		-									
East	City of Richmond (N		0 TO I-64 V <b>NA</b>	VEST								NA			NA	
360 Ramp	To:	US 360-W143B		3B EDO	M PT 3							INA			INA	
	n [				WIKIJ											
West	City of Richmond (N		0 TO I-64 V <b>NA</b>	VEST								NA			NA	
360 Ramp	City of Alchinolia (N	US 360-E143B		D EDO	M DT 2		<del></del> i					INA			INA	
					WIKI 3											
~~~	Other of Dishere		360; 18th		070/	00/	10/	00/	00/	00/	_	0.440	F	0.000	0000	_
3β0 Grace St	City of Richmo		3500	G	97%	2%	1%	0%	0%	0%	F	0.119	F	0.896	3800	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	From:		17th St Grace St													
360 17th St	L City of Richmo	ond 0.08	3700	G	97%	2%	1%	0%	0%	0%	F	0.114	F		3900	G
380) 1711 01	Combined Traffic Estimates for 2 Parallel F			G	97%	2%	1%	0%	0%	0%	E	0.096	F	0.733	13000	G
	Combined Trainic Estimates for 21 arailer				31 /6	2 /0	1 /6	0 /6	0 /0	0 /6	'	0.030	'	0.755	13000	u
~~~	To: From:		250 Broad		07:	051		02'	061	051		0.400			10000	
3 _β 0 17th St	City of Richmo		15000	G	97%	2%	1%	0%	0%	0%	F	0.106	F		16000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	22000	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.67	23000	G
	To: From:	Ramp Fr	om I-95; Ve	nable S	i		$\Box$									
3 _β 0 17th St	City of Richmo	ond 0.50	4900	G	97%	2%	1%	0%	0%	0%	F	0.115	F		5200	G
(F)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	8800	G	97%	2%	1%	0%	0%	0%	F	0.101	F	0.534	9400	G
	To:		Balding St													

## Annual Average Daily Traffic Volume Estimates By Section of Route City of Richmond

Route	Jurisdiction	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK F	Dir actor	AAWDT	QW
	From:	I-64 E										
Ramp From I-64 E to Third St	City of Richmond	3500	Α					0.446	Α		4000	Α
	То:	3rd St										

Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From	:			Ma	adow St				1					
F270 Grayland Ave	0.46	2200	G			IVIC	adow St				NA			2200	G	2013
,		To	c			Rob	oinson St									
		From	:			F	Hull St									
1 Bryce Ln	1.02	2000	G	93%	5%	2%	0%	0%	0%	F	0.104	F	0.622	2200	G	2013
<u> </u>		To				Broad	d Rock Rd									
0	4.04	From	<u> </u>	000/	F0/		Hull St	00/	00/		0.004	_	0.540	0400	0	0040
2 Orcutt Ln	1.24	2900 To	G	93%	5%	2%	0% d Rock Rd	0%	0%	F	0.094	F	0.543	3100	G	2013
		From									+					
3 Clearfield St	0.78	520	G	99%	1%	0%	nsley Blvd 0%	0%	0%	С	0.092	F	0.536	550	G	2013
3 Clearfield St	00	<b>0_0</b>			. , ,			0,0	0 / 0			•	0.000	000	<u>.</u>	_0.0
3 Clearfield St	0.31	430 From	G	99%	1%	0%	outt Lane	0%	0%	F	0.114	F	0.557	460	G	2013
3 Clearfield St	0.51	430 To		33 /6	1 /0		ce Lane	0 /6	0 /6	'	0.114	'	0.557	400	ч	2013
		From					Davis Hwy									
A Royall Ave	0.66	1700	G	93%	5%	2%	0%	0%	0%	F	0.099	F	0.508	1800	G	2013
• • • • • • • • • • • • • • • • • • • •		To					merce Rd									
		From	:			Da	ale Ave									
5 Lynhaven Ave	0.53	450	G	93%	5%	2%	0%	0%	0%	F	0.090	F	0.651	480	G	2013
		To				SR 16	1 Bells Rd									
5 Lynhaven Ave	1.19	500 From	G	93%	5%	2%	0%	0%	0%	С	0.109	F	0.593	540	G	2013
<u> </u>		To	-			Relli	meade Rd									
5 Lynhaven Ave	0.24	690 From	G	93%	5%	2%	0%	0%	0%	F	0.102	F	0.606	740	G	2013
3), ""		To					yall Ave									
		From	:				US 1				1					
6 Dale Ave	0.10	260	G	93%	5%	2%	0%	0%	0%	F	0.133	F	0.781	280	G	2013
		To				Lynh	naven Ave									
_		From				Waln	nsley Blvd									
7 Castlewood Rd	0.83	2000	G	93%	5%	2%	0%	0%	0%	F	0.1	F	0.635	2200	G	2013
<u> </u>		To From				В	ells Rd									
7 Castlewood Rd	0.45	1500	G	93%	5%	2%	0%	0%	0%	F	0.104	F	0.540	1600	G	2013
$\overline{}$		To	4			Ru	ıffin Rd									
<u> </u>		From					ewood Rd								_	
8 Ruffin Rd	0.03	1100	F	95%	3%	1%	1%	0%	0%	F	0.104	F	0.504	1100	F	2013
<u> </u>		From					Davis Hwy									
8 Ruffin Rd	0.75	1700	G	95%	3%	1%	1%	0%	0%	С	0.101	F	0.552	1800	G	2013
<u> </u>		To	4				merce Rd									
O W D D .	0.00	From	<u> </u>	000/	40/		mont Rd	00/	00/			_	0.500	700	_	0010
9 W. Belmont Rd	0.32	740	G	98%	1%	1%	0%	0%	0%	С	0.119	F	0.520	790	G	2013
			1				Bridge Rd									
10 Hioaks Rd	0.46	5500		98%	2%	0%	nation St 0%	0%	0%	С	0.088	F	0.51	5800	F	2013
10 Hioaks Rd	0.40	3300 To		90%	270		nke Rd	076	076	U	0.000	Г	0.51	3600	Г	2013
		From					JS 60									
11) Carnation St	0.68	6000	G	98%	1%	1%	0%	0%	0%	С	NA			6400	G	2013
11)		To	T T		- , -		oake Rd								-	
		From	:				byhill Rd									
12) Traylor Dr	0.97	370	G	98%	0%	1%	0%	0%	0%	F	0.189	F	0.673	390	G	2013
$\cup$		To	c			Che	rokee Rd									
		From	:			Old	Gun Rd									-
13) Duryea Dr	1.01	900	G	98%	0%	1%	0%	0%	0%	F	0.127	F	0.504	960	G	2013
$\overline{}$		To				Old	Field Dr									
		From					ıryea Dr									
14) Old Field Dr	0.08	450	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.62	480	G	2013
$\sim$		To				Wes	stgate Dr									

							iona								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From:													
15) Old Gun Rd	1.09	1700	G	98%	0%	Huguenot Ro	0%	0%	С	0.093	F	0.722	1900	G	2013
Old Gun Rd	1.00	To:		30 70	0 70	WCL Richmo		0 70		0.000		0.722	1300	u	2010
		From:				Forest Hill A				i					
16) Stratford Rd	1.12	190	G	95%	3%	1% 0%	0%	0%	С	0.113	F	0.583	200	G	2013
		To				Chippenham Pl	cwv								
16) Stratford Rd	0.66	210 From:	G	98%	1%	1% 0%	0%	0%	С	0.128	F	0.643	220	G	2013
		To:				Cherokee Ro	d								
		From:				Leigh St									
17) Dmv Dr	0.22	3300	G	98%	1%	1% 0%	0%	0%	С	0.113	F	0.5	3500	G	2013
		To:				Broad St									
<u> </u>		From:		2221	121	Semmes Av					_			_	
18 Forest Hill Ave	0.38	4200 To:	G	98%	1%	1% 0%	0%	0%	F	0.100	F	0.578	4500	G	2013
						Broad Rock I	<u>{d</u>								
Poe St	0.05	3200	G	98%	1%	North Ave 1% 0%	0%	0%	F	0.094	F	0.509	3400	G	2013
Poe St	0.00	3200	<u> </u>	JU /0	1 /0			U /0		0.034	'	0.508	J <del>4</del> 00	u	2013
Poo St	Λ 1 1	From:		000/	10/	Barton Ave		00/	F	0.007		0.501	2400	G	2010
20) Poe St	0.11	3200 To:	G	98%	1%	1% 0% 127-21 Monteiro	0%	0%	Г	0.087	F	0.501	3400	G	2013
_		From:	l							_					
21) Monteiro Ave	0.25	3700	G	98%	1%	127-22 Fritz 1	0%	0%	F	0.085	F	0.545	3900	G	2013
ZI) Workens 740	0.20	To:	Ť	0070	1 70	127-20 Poe S		070		0.000	•	0.040	0000	ď	2010
		From:				Leigh St									
22) 1st St	0.73	3600	G	98%	1%	1% 0%	0%	0%	F	0.088	F	0.548	3800	G	2013
		To				Fritz St									
		From:				Main St									
43) 8th St	0.22	8800	G	98%	1%	1% 0%	0%	0%	F	0.138	F		9400	G	2013
		To				US 250 Broad	St								
43) 8th St	0.32	5800 From:	G	98%	1%	1% 0%	0%	0%	F	0.093	F		6200	G	2013
<u></u>		To:				Leigh St									
		From:				Canal St									
44) 7th St	0.37	6700	G	99%	1%	0% 0%	0%	0%	F	0.143	F	0.588	7200	G	2013
$\underline{\hspace{1cm}}$		To: From:				US 250 Broad	St								
44) 7th St	0.33	6900	G	99%	1%	0% 0%	0%	0%	F	0.173	F	0.876	7400	G	2013
<u> </u>		-													
44) 7th St		10													
	0.14	6200 From:	G	99%	1%	Leigh St	0%	0%	F	0.201	F		6600	G	2013
$\mathcal{O}$	0.14			99%	1%	Leigh St		0%	F	0.201	F		6600	G	2013
	0.14			99%	1%	Leigh St 0% 0% I-95	0%	0%	F	0.201	F		6600	G	2013
North	0.14	6200 To:		99%	1%	Leigh St 0% 0% I-95 127-44-N001	0% B	0%	F	0.201 NA	F		6600 NA	G	2013
North		6200 To:		99%	1%	Leigh St 0% 0% I-95	0% B	0%	F		F			G	2013
North 44 Ramp	0.07	From:  NA  From:	G			Leigh St 0% 0% I-95 127-44-N001 I-95-N075A Broad St	0% B			NA			NA		
North 44 Ramp		From: NA To: 8200		99%	1%	Leigh St 0% 0% I-95  127-44-N001  I-95-N075A  Broad St 0% 0%	0% B	0%	F		F			G	
North 44 Ramp	0.07	From: NA To: 8200 To:	G		1%	Leigh St 0% 0% 1-95  127-44-N001  1-95-N075A  Broad St 0% 0% 1-95	0% B			NA			NA		
lorth 44 Ramp  45 5th St	0.07	From: NA To: 8200 To: From: 8700 To: From: 8700 To: From: Fr	G	99%	1%	Leigh St 0% 0% 1-95  127-44-N001  1-95-N075A  Broad St 0% 0% 1-95  Functional Class 0	0% B 0% Change	0%	F	NA	F		NA 8700	G	2013
North 44 Ramp 45 5th St	0.07	From: NA To: 8200 To:	G		1%	Leigh St  0% 0%  I-95  127-44-N001  I-95-N075A  Broad St  0% 0%  I-95  Functional Class 0  0% 0%	0%  B  0%  Change 0%			NA			NA		2013
North 44 Ramp  45 5th St	0.07	From: NA To: 8200 To: From: 8700 To: From: 8700 To: From: Fr	G	99%	1%	Leigh St 0% 0% 1-95  127-44-N001  1-95-N075A  Broad St 0% 0% 1-95  Functional Class 0	0%  B  0%  Change 0%  I St	0%	F	NA	F		NA 8700	G	2013
North 44 Ramp  45 5th St  46 4th St	0.07	From: NA To: 8200 To: From: 8700 To: From: 8700 To: From: Fr	G	99%	1%	Leigh St       0%     0%       1-95     127-44-N001       I-95-N075A       Broad St     0%       0%     0%       I-95     Functional Class G       0%     0%       US 250 Broad	0%  B  0%  Change 0%  I St	0%	F	NA	F		NA 8700	G	2013
North 44 Ramp  45 5th St  46 4th St	0.07 0.41 0.45	From: 8200 To: From: 8200 To: From: 97000 To: From: 97000	G G	99%	1%	Leigh St           0%         0%           1-95         127-44-N001           1-95-N075A         Broad St           0%         0%           1-95         Functional Class G           0%         0%           US 250 Broad Jackson Street	0%  B  0%  Change 0%  I St et	0%	F	NA 0.129 0.211	F		NA 8700 2100	G G	2013
North 44 Ramp  45 5th St  46 4th St	0.07 0.41 0.45	From: 8200 To: From: 8200 To: From: 97000 To: From: 97000	G G	99%	1%	Leigh St   0%   0%     1-95     127-44-N001     1-95-N075A     Broad St     0%   0%     1-95     Functional Class (0 o%	0%  B  0%  Change 0%  I St et	0%	F	0.129 0.211 0.164	F		NA 8700 2100	G G	2013
North 44 Ramp 45 5th St 46 4th St	0.07 0.41 0.45	6200 To: From: NA To: From: 8200 To: 2000 To: From: 2400 To:	G G	99%	1%	Leigh St   O%   O%     I-95     127-44-N001   I-95-N075A     Broad St     O%   O%     I-95     Functional Class C     O%   O%     US 250 Broad     Jackson Stree     O%   O%     I-95     Canal St     O%   O%	0%  B  O%  Change O%  I St et  O%  O%	0%	F	NA 0.129 0.211	F		NA 8700 2100	G G	2013
North 44 Ramp  45 5th St  46 4th St	0.07 0.41 0.45 0.24	From: 8200 To: Prom: 8200 To: Prom: 2400 To: Prom: 2400 To: Prom: 2400 To:	G G G	99%	1%	Leigh St   0%   0%   1-95   127-44-N001   127-44-N001   1-95-N075A   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95   1-95	0%  B  O%  Change O%  I St et  O%  O%	0%	F	0.129 0.211 0.164	F F		NA 8700 2100 2600	G G	2013 2013 2013
North 44 Ramp  45 5th St  46 4th St	0.07 0.41 0.45 0.24	6200 To: From: NA To: 8200 To: 2000 To: 2400 To: 2400 To: 2800	G G G	99%	1%	Leigh St   O%   O%     I-95     127-44-N001   I-95-N075A     Broad St     O%   O%     I-95     Functional Class C     O%   O%     US 250 Broad     Jackson Stree     O%   O%     I-95     Canal St     O%   O%	0%  B  O%  Change O%  I St et  O%  O%	0%	F	0.129 0.211 0.164	F F		NA 8700 2100 2600	G G	2013 2013 2013 2013 2013

						City of Rich	nona								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond			1												
01.01	0.00	From	<u> </u>	000/		US 1, US 301 Be		00/			_	0.000	4700	0	0040
48) 2nd St	0.28	4400	G	99%	1%	0% 0%	0%	0%	С	0.136	F	0.866	4700	G	2013
<u> </u>		To From				Spring S									
48) 2nd St	0.23	4800	G	99%	1%	0% 0%	0%	0%	F	0.130	F	0.943	5200	G	2013
$\bigcup$		_т				SR 147 Car	/ St								
48) 2nd St	0.30	4900	G	99%	1%	0% 0%		0%	F	0.104	F		5200	G	2013
40)															
0-404	0.15	From		000/	10/	US 250 Broa		00/		0 117	г	0.540	4000		0010
48) 2nd St	0.15	4300	G	99%	1%	0% 0%		0%	F	0.117	F	0.546	4600	G	2013
<u> </u>			1			127-53 Clay	St			<u> </u>					
		From				Canal St									
49) Adams St	0.29	1600	G	98%	1%	1% 0%	0%	0%	F	0.111	F	0.632	1700	G	2013
$\overline{}$		To				US 250 Broa	d St								
49) Adams St	0.25	3000 From	G	98%	1%	1% 0%		0%	F	0.11	F	0.640	3200	G	2013
49) / 100	0.20	To	Ť	0070	. , 0	SR 33 Leigh		0,0	•	<b>–</b>	•	0.0.0	0200	О.	_0.0
			<u> </u>				Tot								
Observation of Blanco	0.44	From		000/	40/	Leigh St	00/	00/			_		7700	0	0040
50) Chamberlayne Pkwy	0.44	7200	G	98%	1%	1% 0%		0%	F	0.094	F		7700	G	2013
<u> </u>		To	C			Belvidere	St								
_		From				9Th St									
51) Canal St	0.76	6900	G	98%	1%	1% 0%	0%	0%	F	0.21	F		7300	G	2013
$\mathcal{L}$		To	c			Belvidere	St								
		From	c			US 1 Belvide	re St								
52) Marshall St	0.07	2300	N	98%	1%	1% 0%		0%	N	0.102	Ν		2400	N	2013
52) Maronan ot	0.07			0070	1 70	1,0 0,0	070	0 70			• •		2.00		2010
		From	e c			Henry S									
52) Marshall St	0.86	2300	G	98%	1%	1% 0%	0%	0%	С	0.102	F		2400	G	2013
$\bigcup$		To	C			9th St									
		From	i:			2nd St									
53) Clay St	0.07	720	G	98%	1%	1% 0%	0%	0%	F	0.131	F	0.744	770	G	2013
		To	c			3rd St									
		From	:			8Th St				i					
54) Clay St	0.05	1800	G	98%	1%	1% 0%	0%	0%	F	0.130	F	0.759	1900	G	2013
Clay St	0.05	1000 To		30 /6	1 /0		0 70	0 /6	'	0.130	'	0.755	1300	ч	2013
			1			9Th St									
		From				7th St									
55) Jackson St	0.05	4900	G	98%	1%	1% 0%	0%	0%	F	0.110	F	0.82	5200	G	2013
<u> </u>		To	c			8th St									
		From	:			SR 10 Broad Ro	ck Blvd								
59) Terminal Ave	0.76	650	G	98%	1%	1% 0%		0%	F	0.090	F	0.548	700	G	2013
	-	To			-	SR 161 Belt		-				-	-		_
		From													
21ct St	0.00		G	000/	10/	Main St	00/	Λο/	F	0.000	_	0.561	6200	C	2012
60) 21st St	0.23	5900		98%	1%	0% 0%		0%	Г	0.098	F	0.561	6300	G	2013
		From				US 250 Broa									
Rroad St	0.10	3200	L	98%	1%	US 250; 23r		0%	NI.	0.004	NI	0.575	2400	NI	2012
60 Broad St	0.13	3200	14	<b>30</b> %	1 70	1% 0%	0%	U-/o	N	0.094	N	0.575	3400	N	2013
		From				25th St									
60) Broad St	0.67	3200	G	98%	1%	1% 0%	0%	0%	С	0.094	F	0.575	3400	G	2013
$\overline{}$		To				26th 5t									
60 Government Rd	0.46	2200	N	98%	1%	36th St 1% 0%	0%	0%	N	0.094	NI	0.575	3400	NI	2013
Government Rd	0.46	3200 To		JO %	I 7/0			U-/o	IN	0.094	N	0.575	3400	N	2013
_			1			US 60 Stoney I									
<u> </u>		From		· <u></u>		SCL Richm		<u>-</u> _					· <u> </u>		
	0.55	4500	G	98%	1%	1% 0%	0%	0%	F	0.107	F	0.653	4800	G	2013
7505) Hopkins Rd	0.55														
Hopkins Rd	0.55	To				Walmelay E	lvd								
O Hardina Bd		From <b>8500</b>		QQ°/-	10/-	Walmsley E		Nº/-		0.106	F	U 603	9000	G	2012
Namelina Bri	0.98	8500	G	98%	1%	1% 0%	0%	0%	С	0.106	F	0.693	9000	G	2013
7505) Hopkins Rd	0.98	8500	G			1% 0% Terminal A	0% ve				F				
		8500	G	98%	1%	1% 0%	0% ve	0%	C	0.106	F	0.693 0.526	9000	G G	2013

Route   Length   AADT   QA   4Tire   Bus   2AAA4-2 Art   Trail   2Trail							City of R	ichmond								
Hopkins Rd	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Hopkins Rd   0.68   3300   G   95%   1%   1%   1%   1%   1%   1%   1%	City of Richmond															
	O	0.00			050/	40/		_	00/			_	0.500	0000	_	0010
Sambridge St	(7505) Hopkins Ra	0.69	9300 To		95%	1%			0%	C	0.093	F	0.536	9900	G	2013
Broad Rock Rd   0.38   3900   G   98%   1%   1%   0%   0%   0%   F   0.11   F   0.863   4100   G   2013			From	]							+					
Provided   Part   Par	Rroad Bock Bd	0.38			98%	1%			0%	F	0 11	F	0.663	4100	G	2013
Bainbridge St   0.67   6100   G   98%   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196	(7509) Broad Floor Flo	0.00	To	<u> </u>	3070	1 /0			070		<u> </u>	•	0.000	4100	u	2010
See   Bainbridge St   0.06   7200   G   97%   19%   19%   19%   0%   0%   0%   F   0.111   F   0.724   7700   G   2013   7500   Bainbridge St   0.14   9700   G   97%   19%   19%   19%   0%   0%   F   0.098   F   0.614   9700   G   2013   7500   Bainbridge St   0.52   5000   G   97%   19%   19%   19%   0%   0%   0%   0%   0%   0%   C   0.131   F   0.67   5400   G   2013   7500   F   0.525   1500   G   2013   7500			From	c												
Bainbridge St   0.06   7200   G   97%   1%   1%   1%   0%   0%   F   0.111   F   0.724   7700   G   2013	(7509) Bainbridge St	0.67	6100	G	98%	1%	1%	0% 0%	0%	С	0.111	F	0.654	6500	G	2013
Second   S	<u> </u>		To From				21st S	Street								
Second Process Hill Ave   1.15   26000   G   98%   1%   0%   0%   0%   0%   0%   0%   0	7509) Bainbridge St	0.06	7200	G	97%	1%	1%	1% 0%	0%	F	0.111	F	0.724	7700	G	2013
Bainbridge St   0.14   9100   G   97%   1%   1%   1%   0%   0%   F   0.098   F   0.614   9700   G   2013	$\bigcirc$		To				20T	h St			$\neg$ —					
Property	7509) Bainbridge St	0.14		G	97%	1%			0%	F	0.098	F	0.614	9700	G	2013
Second   S			To	c			Jefferso	on Hwy								
Second   Commerce Rd   Comme												_				
Cherokee Rd	(7509) Bainbridge St	0.52	5000	G	97%	1%			0%	C	0.131	F	0.67	5400	G	2013
Cherokee Rd				1												
Cherokee Rd	Observatore Bal	0.54		<u> </u>	000/	00/			00/			_	0.505	4500	0	0040
Table   Tabl	7512) Cherokee Rd	2.54	1400	G	99%	0%	0%	0% 0%	0%	C	0.171	F	0.525	1500	G	2013
Forest Hill Ave	<u> </u>			c												
WCL Richmond; 20-683	7512 Cherokee Rd	1.92	1800	G	97%	1%			0%	F	0.098	F	0.56	1900	G	2013
Forest Hill Ave			To	c			Forest I	Hill Ave								
SR 150 Chippenham Pkwy   1.15 26000   G 98%   1% 1% 0% 0% 0% 0%   F 0.1   F 0.578 28000   G 2013	$\sim$		From					ond; 20-683								
Forest Hill Ave	Forest Hill Ave	1.11	14000	G	98%	1%	1%	0% 0%	0%	С	0.094	F	0.573	15000	G	2013
Powhite Pkwy	$\overline{}$		To	c			SR 150 Chipp	enham Pkwy			$\neg$ —					
For thill Ave 1.27 19000 G 98% 1% 0% 0% 0% 0% 0% C 0.097 F 0.583 21000 G 2013    Jahnke Rd   Jahnke Rd	7520) Forest Hill Ave	1.15	26000	G	98%	1%	1%	0% 0%	0%	F	0.1	F	0.578	28000	G	2013
For thill Ave 1.27 19000 G 98% 1% 0% 0% 0% 0% 0% C 0.097 F 0.583 21000 G 2013    Jahnke Rd   Jahnke Rd	$\bigcirc$		Te				Powhite	e Pkwv								
Second   S	7520 Forest Hill Ave	1.27	19000	G	98%	1%			0%	С	0.097	F	0.583	21000	G	2013
Total   Forest Hill Ave   0.21   25000   G   98%   1%   0%   0%   0%   0%   0%   F   0.096   F   0.591   26000   G   2013	7020)		To	_			Y - 11-	D.1			_					
New	Forest Hill Ave	0.21	25000		98%	1%			0%	F	0.096	F	0 591	26000	G	2013
Total Hill Ave   0.86	7520 1 01031 1 1111 AVC	0.21	25000		30 70	1 /0			0 70	'	0.000	·	0.551	20000	u	2010
Roamoke St   Roa	Carrest I III Arra	0.00			000/	10/			00/				0.040	10000		0010
Total   Commerce Rd   Set	7520 Forest Hill Ave	0.86		<u>. G</u>	98%	1%			0%		0.101	F	0.642	19000	G	2013
Total   Commerce Rd   Commer				1												
Total   Tota	O Dd	0.00		<u> </u>	700/	00/			00/			_	0.000	5000	0	0040
To   Set	Commerce Rd	0.88	5400	G	76%	2%	2%	7% 13%	0%	C	0.092	г	0.662	5800	G	2013
Free	^															
Walmsley Blvd	(7521) Commerce Rd	1.08	4000	G	73%	1%			0%	С	0.189	F	0.855	4300	G	2013
Malmsley Blvd   1.44   7800   G   98%   0%   1%   0%   0%   0%   0%   C   0.104   F   0.626   8400   G   2013	<u> </u>		To	c			Bellme	ade Rd								
Second   S	<u> </u>														_	
Walmsley Blvd   0.82   9000   F   98%   0%   1%   0%   0%   0%   F   0.094   F   0.576   9600   F   2013	(7522) Walmsley Blvd	1.44	7800	G	98%	0%	1%	0% 0%	0%	С	0.104	F	0.626	8400	G	2013
Total   Hopkins Rd   Hopkins			Te From	e C			Broad R	lock Rd			$\Box$ $\vdash$					
Walmsley Blvd   1.61   4700   G   98%   0%   1%   0%   0%   0%   F   0.093   F   0.593   5000   G   2013	7522) Walmsley Blvd	0.82	9000	F	98%	0%	1%	0% 0%	0%	F	0.094	F	0.576	9600	F	2013
Walmsley Blvd   1.61   4700   G   98%   0%   1%   0%   0%   0%   F   0.093   F   0.593   5000   G   2013	$\bigcirc$		To				Hopki	ns Rd								
Term	7522) Walmsley Blvd	1.61	4700	G	98%	0%			0%	F	0.093	F	0.593	5000	G	2013
Value   Blvd   Value   Va			To	c			Jeff Day	vis Hwy								
Tol	O W I I BI I			<u> </u>	000/				201			_	0.540	070	0	0010
Roanoke St	Walmsley Blvd	0.11		G	98%	0%			0%	<u> </u>	0.145	F	0.519	270	G	2013
Midlothian Tpke   1.05				1							1					
To Hull St  From WCL Richmond  7530) Jahnke Rd  0.94  19000  G  99%  1%  0%  0%  0%  0%  0%  F  0.099  F  0.542  20000  G  2013  State of the control of the	<u> </u>			<u> </u>	0651	0-1			0.5.1			_	0.500	0000	_	0015
Value   Valu	(7528) Midlothian Tpke	1.05	8400	G	98%	υ%			0%	F	0.090	F	0.508	9000	G	2013
7530) Jahnke Rd 0.94 <b>19000 G</b> 99% 1% 0% 0% 0% 0% F 0.099 F 0.542 20000 G 2013  Tay Blakemore Rd  7530) Jahnke Rd 1.26 <b>12000 G</b> 99% 1% 0% 0% 0% 0% C 0.097 F 0.582 13000 G 2013			To	1												
Slakemore Rd   Slak	<u> </u>				0011					_		_	0 = : =		_	
7530) Jahnke Rd 1.26 <b>12000 G</b> 99% 1% 0% 0% 0% 0 C 0.097 F 0.582 13000 G 2013	₇₅₃₀ Jannke Hd	0.94	19000	G	99%	1%	υ%	υ% 0%	0%	F	0.099	F	0.542	20000	G	2013
	0		To From				Blakem	nore Rd			$\Box$					
	( ₇₅₃₀ ) Jahnke Rd	1.26	12000	G	99%	1%	0%	0% 0%	0%	С	0.097	F	0.582	13000	G	2013
	$\overline{}$		To	c			Forest I	Hill Ave								

Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond															
Drings Arthur Dd	0.20	From	<u> </u>	00%	10/	Forest Hill Av		00/	F	0.10	_	0.640	720	C	2012
Prince Arthur Rd	0.30	670	G	99%	1%	0% 0% New Kent R	0%	0%	Г	0.18	F	0.649	720	G	2013
		From				Prince Arthur				+					
7530) New Kent Rd	0.13	840	G	99%	1%	0% 0%	0%	0%	F	0.117	F	0.613	900	G	2013
		To				D I CLEVY				_					
7530 New Kent Rd	0.69	930 From	G	99%	<u>s</u> 1%	R 161 Westover H 0% 0%	0%	0%	F	0.17	F	0.579	990	G	2013
New Kent Rd	0.03	930 To		33 /6	1 /0	42nd St	0 /6	0 /6		0.17	•	0.573	330	а	2010
			1							-					
O Have Del	0.50	From	<u> </u>	000/	10/	Walmsley Bly		00/	F		F	0.540	1000	_	0010
Hey Rd	0.58	1800	G	99%	1%	0% 0%	0%	0%	Г	0.09	Г	0.546	1900	G	2013
		From				Snead Rd									
Hey Rd	0.25	3400	G	99%	1%	0% 0%	0%	0%	F	0.089	F	0.526	3600	G	2013
$\overline{}$		To				US 360 Hull Stre	et Rd								
		From				Elkhardt Rd									
Whitehead Rd	1.18	4000	G	95%	3%	1% 0%	1%	0%	F	0.115	F	0.556	4300	G	2013
<u> </u>		To				W									
German School Rd	0.57	4600 From	F	95%	3%	Warwick Ro	1%	0%	С	0.113	F	0.567	4900	F	2013
German School Rd	0.57	4000	<u> </u>	90/0	J /0	1 /0 0 /0	1 /0	0 /0		0.113	'	0.507	4300	'	2013
<u> </u>		From	L			Midlothian Tp					_			_	
German School Rd	0.91	5000	F	97%	1%	1% 0%	0%	0%	С	0.099	F	0.585	5300	F	2013
<u> </u>		To				Glenway Dr									
	0.14	From	<u> </u>	070/	10/	German School		00/			_	0.504	0000	•	0010
Glenway Dr	0.14	3000	G	97%	1%	1% 0%	0%	0%	С	0.098	F	0.521	3200	G	2013
<u> </u>		From				Blakemore R									
Blakemore Rd	0.21	1600	G	95%	3%	Glenway Di	1%	0%	F	0.104	F	0.523	1700	G	2013
Blakemore Rd	0.21	1000	<u> </u>	90 /6	3 /0	176 076	1 /0	0 /6		0.104	'	0.525	1700	G	2013
		To From				Jahnke Rd									
₇₅₃₃₎ Blakemore Rd	0.47	2600	G	95%	3%	1% 0%	1%	0%	F	0.102	F	0.545	2700	G	2013
<u> </u>		To				Bliley Rd									
Dillay Dd	0.57		<u> </u>	OE0/	20/	Blakemore R		00/	F	0 101	_	0.60	2000	0	2012
Bliley Rd	0.57	2600 _{To}	G	95%	3%	1% 0%	1%	0%	Г	0.101	F	0.68	2800	G	2013
		10				Forest Hill Av									
		From				Southhampton									
Riverside Dr	0.04	490	N	98%	1%	1% 0%	0%	0%	Ν	0.127	N	0.516	520	N	2013
$\overline{}$		т.					t D.d								
		From	1			SR 147 Hugueno	πKu								
Riverside Dr	1.97	490 From	F	98%	1%	SR 147 Huguend	0%	0%	С	0.127	F	0.516	520	F	2013
Riverside Dr	1.97		F	98%	1%		0%	0%	С	0.127	F	0.516	520	F	2013
<u> </u>	1.97		F	98%	1%	1% 0%	0% r	0%	С	0.127	F	0.516	520	F	2013
On the investment	0.22		F	98%	1%	1% 0%  Scottview D  Riverside D  1% 0%	0% r 0%	0%	C F	0.127 0.116	F F	0.516	520 240	F	
On a think Da		490 To				1% 0%  Scottview D  Riverside D  1% 0%  Longview D	0% r 0%								
7534) Scottview Dr	0.22	490 From 230 From	F	98%	1%	1% 0%  Scottview D  Riverside D  1% 0%  Longview D  Scottview D	0% r 0% r 0%	0%	F	0.116	F	0.536	240	F	2013
7534) Scottview Dr		490 To				1% 0%  Scottview D  Riverside D  1% 0%  Longview D  Scottview D  1% 0%	0% r 0% r 0% r 0%								2013
7534) Scottview Dr	0.22	490 To From 1300 To	F	98%	1%	1% 0%  Scottview D  Riverside D  1% 0%  Longview D  Scottview D  1% 0%  Hathaway R	0% r 0% r 0% r 0% r 0%	0%	F	0.116	F	0.536	240	F	2013
Scottview Dr  To San Longview Dr	0.22	490 To From  230 From  1300 To From	F	98%	1%	1% 0%  Scottview D  Riverside D  1% 0%  Longview D  Scottview D  1% 0%  Hathaway R  Longview D	0% r 0% r 0% r 0% d	0%	F	0.116	F F	0.536	240	F	2013
Scottview Dr  To San Longview Dr	0.22	490 To From 1300 To	F	98%	1%	1% 0%  Scottview D  Riverside D  1% 0%  Longview D  Scottview D  1% 0%  Hathaway R  Longview D  1% 0%	0% r 0% r 0% r 0% r 0% r 0%	0%	F	0.116	F	0.536	240	F	2013
7534) Scottview Dr 7534) Longview Dr	0.22	490 To From  230 From  1300 To From	F	98%	1%	1% 0% Scottview D Riverside D. 1% 0% Longview D Scottview D 1% 0% Hathaway R Longview D 1% 0% Forest Hill A	0% r 0% r 0% r 0% r 0% r 0%	0%	F	0.116	F F	0.536	240	F	2013
7534) Scottview Dr 7534) Longview Dr 7534) Hathaway Rd	0.22	490 To From 230 To From 1300 To From 2400 To From	F	98%	1%	1% 0%  Scottview D  Riverside Di  1% 0%  Longview D  Scottview D  1% 0%  Hathaway R  Longview D  1% 0%  Forest Hill Av  SR 10 Broad Rock	0% r r 0% r 0% r 0% r 0% c r 0% d r 0% d c c c c c c c c c c c c c c c c c c	0%	F F	0.116	F F	0.536 0.611 0.634	240 1300 2600	F F	2013 2013 2013
Scottview Dr  Say Longview Dr  Hathaway Rd	0.22	230 To From 1300 To From 2400 To	F	98%	1%	1% 0% Scottview D Riverside D. 1% 0% Longview D Scottview D 1% 0% Hathaway R Longview D 1% 0% Forest Hill A	0% r 0% r 0% r 0% r 0% r 0%	0%	F	0.116	F F	0.536	240	F	2013 2013 2013
Scottview Dr  Say Longview Dr  Hathaway Rd	0.22	490 To From 230 To From 1300 To From 2400 To From	F	98%	1%	1% 0%    Scottview D    Riverside Di   1% 0%   Longview D    Scottview D    1% 0%   Hathaway R    Longview D    1% 0%   Forest Hill Avoid North Control	0% r 0% r 0% r 0% r 0% d r 0% d r 0% d r 0%	0%	F F	0.116	F F	0.536 0.611 0.634	240 1300 2600	F F	2013 2013 2013
Scottview Dr  2534 Longview Dr  2534 Hathaway Rd  2535 Warwick Rd	0.22	490 From 230 From 1300 From 2400 To From 14000	F	98%	1% 1% 1%	1% 0%  Scottview D  Riverside D: 1% 0%  Longview D  Scottview D  1% 0%  Hathaway R  Longview D  1% 0%  Forest Hill A*  SR 10 Broad Rock  US 360 Hull	0% r 0% r 0% r 0% r 0% d r 0% d r 0% d r 0% St	0%	F F	0.116	F F	0.536 0.611 0.634 0.529	240 1300 2600	F F	2013 2013 2013 2013
Scottview Dr  Congress Dr  Cong	0.22 0.20 0.30	490 To From 230 To From 1300 To From 2400 To From	F F G	98%	1%	1% 0%    Scottview D     Riverside Di     1% 0%     Longview D     Scottview D     1% 0%     Hathaway R     Longview D     1% 0%     Forest Hill Avenue A     SR 10 Broad Rock     1% 0%     US 360 Hull     1% 0%	0% r r 0% r 0% r 0% r 0% d r 0% d r 0% d r 0% s Blvd 0% St 0%	0%	F F	0.116 0.091 0.1 0.094	F F F	0.536 0.611 0.634	240 1300 2600 15000	F F G	2013 2013 2013 2013
Scottview Dr  Say Longview Dr  Hathaway Rd  Say Warwick Rd  Warwick Rd	0.22 0.20 0.30 1.00	490 From 230 To From 1300 To From 14000 To To From 13000 To From 15000	F F G G	98% 98% 98% 98%	1% 1% 1% 1%	1% 0%    Scottview D     Riverside Di     1% 0%     Longview D     Scottview D     1% 0%     Hathaway R     Longview D     1% 0%     Forest Hill Av     SR 10 Broad Rock     1% 0%     US 360 Hull     1% 0%     Whitehead R	0% r r 0% r 0% r r 0% d r 0% d r 0% d r 0% d 0% s St 0% d	0% 0% 0% 0%	F F C	0.116 0.091 0.1 0.094 0.093	F F F	0.536 0.611 0.634 0.529 0.549	240 1300 2600 15000 14000	F F G G	2013 2013 2013 2013
Scottview Dr  Say Longview Dr  Hathaway Rd  Say Warwick Rd  Warwick Rd	0.22 0.20 0.30	490 From 230 From 1300 From 2400 To From 14000	F F G	98%	1% 1% 1%	1% 0%    Scottview D     Riverside Di     1% 0%     Longview D     Scottview D     1% 0%     Hathaway R     Longview D     1% 0%     Forest Hill Avenue A     SR 10 Broad Rock     1% 0%     US 360 Hull     1% 0%	0% r r 0% r 0% r 0% r 0% d r 0% d r 0% d r 0% s Blvd 0% St 0%	0%	F F	0.116 0.091 0.1 0.094	F F F	0.536 0.611 0.634 0.529	240 1300 2600 15000	F F G	2013 2013 2013 2013
Scottview Dr  Say Longview Dr  Hathaway Rd  Warwick Rd  Warwick Rd	0.22 0.20 0.30 1.00	490 From 230 To From 1300 To From 14000 To To From 13000 To From 15000	F F G G	98% 98% 98% 98%	1% 1% 1% 1%	1% 0%    Scottview D     Riverside Di     1% 0%     Longview D     Scottview D     1% 0%     Hathaway R     Longview D     1% 0%     Forest Hill Av     SR 10 Broad Rock     1% 0%     US 360 Hull     1% 0%     Whitehead R	0% r 0% r 0% r 0% r 0% d r 0% d r 0% sc Blvd 0% SSt 0% d 0%	0% 0% 0% 0%	F F C	0.116 0.091 0.1 0.094 0.093	F F F	0.536 0.611 0.634 0.529 0.549	240 1300 2600 15000 14000	F F G G	2013 2013 2013 2013
Scottview Dr  Total Longview Dr  Total Longview Dr  Total Hathaway Rd  Total Warwick Rd  Total Warwick Rd	0.22 0.20 0.30 1.00	490 From 230 To From 1300 To From 14000 To To From 13000 To From 15000	F F G G	98% 98% 98% 98%	1% 1% 1% 1%	1% 0%    Scottview D    Riverside Di   1% 0%   Longview D    Scottview D    1% 0%   Hathaway R    Longview D    1% 0%   Forest Hill A'   SR 10 Broad Rock   1% 0%   US 360 Hull 10%   Whitehead R    1% 0%	0% r 0% r 0% r 0% r 0% d r 0% d r 0% sc Blvd 0% SSt 0% d 0%	0% 0% 0% 0%	F F C	0.116 0.091 0.1 0.094 0.093	F F F	0.536 0.611 0.634 0.529 0.549	240 1300 2600 15000 14000	F F G G	2013 2013 2013 2013 2013
Scottview Dr  To Say Scottview Dr  To Say Longview Dr  To Say Hathaway Rd  To Say Warwick Rd  To Say Warwick Rd  To Say Warwick Rd  To Say Warwick Rd	0.22 0.20 0.30 1.00 1.09	490 From 230 To From 1300 To From 14000	F F G G	98% 98% 98% 98%	1% 1% 1% 1% 1%	1% 0%    Scottview D    Riverside Di   1% 0%   Longview D    Scottview D    1% 0%   Hathaway R    Longview D    1% 0%   Forest Hill A*   SR 10 Broad Rock   1% 0%   US 360 Hull     1% 0%   Whitehead R    1% 0%   Labrook Conco	0% r 0% r 0% r 0% r 0% d r 0% d 0% St 0% d 0% St 0% d 0%	0% 0% 0% 0%	F F C F F	0.116 0.091 0.1 0.094 0.093	F F F	0.536 0.611 0.634 0.529 0.549 0.594	240 1300 2600 15000 14000	F F G G G	2013 2013 2013 2013 2013
Scottview Dr  To Say Scottview Dr  To Say Longview Dr  To Say Hathaway Rd  To Say Warwick Rd  To Say Warwick Rd  To Say Warwick Rd  To Say Warwick Rd	0.22 0.20 0.30 1.00 1.09	490 From 230 To From 1300 To From 14000	F F G G	98% 98% 98% 98%	1% 1% 1% 1% 1%	1% 0%    Scottview D     Riverside D     1% 0%     Longview D     Scottview D     1% 0%     Hathaway R     Longview D     1% 0%     Forest Hill A     SR 10 Broad Roci     1% 0%     US 360 Hull     1% 0%     Whitehead R     1% 0%     Labrook Conco     1% 0%	0% r r 0% r 0% r r 0% d r 0% d r 0% s Blvd 0% d 0% d 0% d 0%	0% 0% 0% 0%	F F C F F	0.116 0.091 0.1 0.094 0.093	F F F	0.536 0.611 0.634 0.529 0.549 0.594	240 1300 2600 15000 14000	F F G G G	2013 2013 2013 2013 2013
Scottview Dr  To Sand Longview Dr  To Sand Hathaway Rd  To Sand Warwick Rd  To Sand Warwick Rd  To Sand Warwick Rd  To Sand Warwick Rd	0.22 0.20 0.30 1.00 1.09	490 From 230 To From 1300 To From 14000 To 14000 To 14000 To	F F G G	98% 98% 98% 98%	1% 1% 1% 1% 1%	1% 0%    Scottview D    Riverside D    1% 0%   Longview D    50%   Whitehead R    1% 0%     1% 0%     1% 0%     1% 0%     1% 0%     1% 0%     1% 0%     1% 0%     1% 0%     1% 0%     1% 0%	0% r r 0% r 0% r r 0% d r 0% d r 0% s Blvd 0% d 0% d 0% d 0%	0% 0% 0% 0%	F F C F F	0.116 0.091 0.1 0.094 0.093	F F F	0.536 0.611 0.634 0.529 0.549 0.594	240 1300 2600 15000 14000	F F G G G	2013 2013 2013 2013 2013 2013 2013

							nicillic									
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond											. 40.0.		. 40101			
Manument Ave	1.05	From	<u> </u>	000/	00/		vern Ave	00/	00/	F	0.107	_	0.605	05000	0	0010
Monument Ave	1.05	23000	G	99%	0%	0%	0%	0%	0%	Г	0.107	F	0.635	25000	G	2013
<u> </u>	0.05	From	<u> </u>	000/	20/		ulevard	20/	00/			_	0.545	10000	_	0040
Monument Ave	0.95	16000	G	99%	0%	0%	0%	0%	0%	С	0.102	F	0.545	18000	G	2013
<u> </u>		To From					bardy St									
Franklin St	0.61	6400	G	97%	1%	2%	0%	0%	0%	С	0.139	F		6800	G	2013
<u> </u>		To From				Belv	idere St									
Franklin St	0.92	6700	F	97%	1%	2%	0%	0%	0%	F	0.125	F		7200	F	2013
<u> </u>		To				9	Th St									
ast		From				127-7538	TO RT	195								
7 ₅₃₈ Ramp	0.10	6000	F								0.132	F		6000	F	2013
<u> </u>		To			I-195-	S FR MO	NUMENT	AVENU	ΙE							
_		From				Three	Chopt Ro	1								
Grove Ave	0.31	9100	G	98%	1%	1%	0%	0%	0%	С	0.124	F	0.709	9700	G	2013
<u> </u>		To				Lih	bie Ave				<b>—</b> —					
Grove Ave	2.00	11000	G	99%	1%	0%	0%	0%	0%	С	0.111	F	0.668	11000	G	2013
<u> </u>		To														
Grove Ave	0.76	6200 From	G	99%	1%	0%	npson St 0%	0%	0%	F	0.106	F	0.545	6700	G	2013
Grove Ave	0.70	5200		JJ /0	1 /0				J /0		0.100		0.070	3700	J	2010
$\sim$ .	0.00	From	<u> </u>	000/	40/		Bouleva		00/			_	0.500	5000		0010
Grove Ave	0.89	4600	G	99%	1%	0%	0%	0%	0%	F	0.089	F	0.598	5000	G	2013
		10				Lon	bardy St									
<u> </u>		From					f Davis H					_			_	
Bellmeade Rd	0.75	5100	G	87%	2%	2%	3%	6%	0%	С	0.086	F	0.607	5500	G	2013
		From					merce Rd									
Commerce Rd	1.27	9300	G	87%	1%	2%	neade Rd 4%	6%	0%	С	0.09	F	0.528	10000	G	2013
Commerce Rd	1.27	3300		07 70	1 70	270	470	070	070		0.00	•	0.020	10000	u	2010
Ocamana Dd	0.44	From	<u> </u>	000/	10/		am Ave	F0/	00/		0.100		0.70	7000		0010
Commerce Rd	0.44	7400	G	86%	1%	4%	4%	5%	0%	С	0.130	F	0.76	7900	G	2013
<u> </u>		To From					arx St									
Commerce Rd	0.45	9300	G	87%	1%	2%	4%	6%	0%	F	0.122	F	0.739	9900	G	2013
		To From				US 30	60 Hull St	t			$\neg$ —					
7545) W Commerce Rd	0.39	5700	G	87%	1%	2%	4%	6%	0%	F	0.15	F	0.76	6100	G	2013
		To				US 60 S	Semmes A	ve								
		From				Н	ey Rd									
7548) Snead Rd	1.23	1400	G	87%	1%	2%	4%	6%	0%	F	0.115	F	0.537	1500	G	2013
<u> </u>		To				Broad	Rock Blv	'd								
		From				WCL	Richmon	ı								
Dumbarton Rd	0.05	8500	G	87%	1%	2%	4%	6%	0%	F	0.105	F	0.534	9000	G	2013
		To					ook Rd									
		From					kins Rd									
Holly Spring Ave	0.48	4100	G	87%	1%	2%	4%	6%	0%	F	0.087	F	0.518	4300	G	2013
333) 1717 3		To					Rock Ro									
		From					I-64				i					
7555) Laburnum Ave	0.17	13000	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.616	13000	G	2013
333) = 333 333 333 333	2	To	_			7 Laburnui				•		-				_0.0
		From					erlayne A									
2555) Laburnum Ave	0.50	16000	G	98%	1%	1%	0%	0%	0%	С	0.090	F	0.601	17000	G	2013
$\overline{}$		To				ECL 1	Richmond	l								
		From			127-755	55 I-64-E18	6B TO R	T 195 SC	UT							
7555) Ramp	0.16	3500	F								0.119	F		3500	F	2013
		To			I-195-S	FROM LA	BURNU	M AVEN	IUE							
		From					msburg R									
7559 Darbytown Rd	0.20	4900	G	98%	1%	1%			0%	F	0.095	F	0.647	5200	G	2013
₇₅₅₉₎ Darbytown Rd	0.20	4900	<u> </u>	00,0	1 /0	1 /0	0%	0%	U /o		0.033		0.047	3200	a	2010

						City of Nicili	nona								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Richmond		From													
2560) 42nd St	0.44	1100	G	99%	0%	Forest Hill A		0%	F	0.156	F	0.685	1100	G	2013
42nd St	0.44	To	Ť	0070	0 70	Riverside I		0 70		7	•	0.000	1100	u	2010
<u> </u>		From				42nd St									
Riverside Dr	1.28	1600	G	99%	0%	0% 0%	0%	0%	С	0.171	F	0.863	1700	G	2013
<u> </u>		To				Cowardin A	ve								
	0.07	From	<u> </u>	000/	40/	Holly Spring		00/			_	0.000	7000	_	0040
Maury St	0.97	6500	G	92%	1%	1% 2%	4%	0%	F	0.092	F	0.603	7000	G	2013
<u> </u>		Te From				Jeff Davis H									
Maury St	0.73	8800	G	92%	1%	1% 2%	4%	0%	С	0.078	F	0.503	9400	G	2013
<u> </u>		From				Commerce									
Maury St	0.35	11000	G	92%	1%	1% 2%	4%	0%	F	0.074	F	0.507	12000	G	2013
$\smile$		To				2Nd St									
7561) 2nd St	0.30	640	G G	92%	1%	Maury St 1% 2%		0%	F	0.136	F		680	G	2013
2nd St	0.00	To	<u> </u>	0L /0	1 /0	Hull St	770	0 70	•	0.100	•		000	u	2010
		From				Boulevard	1			<u> </u>					
7562) Idlewood Ave	0.14	7200	G	96%	3%	1% 0%		0%	F	0.105	F	0.511	7600	G	2013
7502)	-	To				Robinson									
$\bigcirc$		From	:	_		Idlewood Av	e N	_			_				
Robinson St	0.05	4000	G	96%	3%	1% 0%	0%	0%	F	0.095	F	0.608	4300	G	2013
		T _c From			F	R-270 Grayland	Ave; Gap			$\Box$					
7562) Idlewood Ave	1.38	1700	G	96%	3%	1% 0%	0%	0%	С	0.09	F	0.607	1800	G	2013
<u> </u>		To			1	US 1, US 301 Bel	videre St								
_		From				Williamsburg	g Rd								
Hatcher St	0.17	2000	G	95%	0%	0% 4%	0%	0%	F	0.099	F	0.513	2100	G	2013
		To				Potomac Str	eet			$\neg$ —					
Newton Rd	0.28	1500	G	95%	0%	0% 4%		0%	С	0.091	F	0.831	1700	G	2013
		To				SCL Richmo	ond								
		From				Meadow S	St								
7566) Colorado Ave	0.34	1900	G	95%	0%	0% 4%	0%	0%	F	0.099	F	0.564	2000	G	2013
		To				Lombardy	St								
_		From				Jeff Davis H	lwy								
7567) Dinwiddie Ave	1.11	970	G	98%	1%	1% 0%	0%	0%	F	0.099	F	0.557	1000	G	2013
$\overline{}$		To				4th St									
7567) 4th St	0.21	7500	G G	98%	1%	Dinwiddie A 1% 0%		0%	F	0.083	F	0.677	8000	G	2013
7567) 4111 01	0.21	7500		30 70	1 /0			0 70	'	0.000	'	0.077	0000	ď	2010
	0.00	From	<u> </u>	000/	40/	Maury St		00/			_		000		0040
7567) 4th St	0.29	840 _т	G	98%	1%	1% 0%	0%	0%	С	0.162	F		900	G	2013
		From				Hull St									
7567) Ramp	0.23	7900	F	99%	1%	4th St 0% 0%	0%	0%	F	0.148	Α	0.806	8900	F	2013
Ramp	0.23	1900		99 /6				0 /6	'	0.140	^	0.800	0900	'	2013
<u> </u>	0.00	From	<u> </u>	000/		7-7567 Exit 1B to		00/					4700		0010
7567) Ramp	0.20	1500	F	98%	1%	1% 0%		0%	F	0.270	В		1700	F	2013
						I-95 Soutl									
O Doma	0.40	From		010/	10/	127-7567 Exi		00/			^		0000	۸	0040
Ramp	0.42	8100	_ A	91%	1%	1% 1% I-95 Nortl		0%	F	0.11	Α		8900	Α	2013
										<u> </u>					
Mostwood Assa	0.71	From	<u> </u>	060/	20/	SR 197 Saunde		00/		0.100	_	0.657	6600	G	2012
Westwood Ave	0.71	6200	<u>G</u>	96%	2%	1% 0%	1%	0%	С	0.106	F	0.657	6600	G	2013
<u> </u>		From	ليا			SR 161 Hermita									
Westwood Ave	0.84	4500	G	96%	2%	1% 0%		0%	F	0.105	F	0.632	4800	G	2013
<u> </u>		To	<u> </u>		US	1, US 301 Chamb	erlayne Ave	<u> </u>							
		From	L	0000		SR 161 Boule						0.05=			
₇₅₇₀ Grace St	0.65	2600	N	98%	0%	1% 0%		0%	N	0.084	Ν	0.693	2800	N	2013
		To	1			Meadow S	St								

						City of	Richmo	ond								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	2010	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From														
(7570) Grace St	0.31	2600	G	98%	0%	M	eadow St 0%	1%	0%	С	0.084	F	0.693	2800	G	2013
Grace St	0.01	<b>2000</b>		0070	0 70			1 70	0 70		0.004	•	0.000	2000	u	2010
(7570) Grace St	0.60	5000 From	G	98%	0%	1%	nbardy St 0%	1%	0%	F	NA			5300	G	2013
(7570) 3.1233 31	0.00	To		0070					0,0	•				0000	<u>.</u>	_0.0
7570) Grace St	0.92	3900 From	G	98%	0%	1%	301 Belvid 0%	1%	0%	F	0.11	F		4200	G	2013
7370) 3.7370	****	To					9th St								-	
		From				2	25Th St									
7573) P St	0.54	990	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.510	1100	G	2013
		To				Oak	wood Ave									
Ookwood Avo	0.54	From	<u> </u>	000/	00/	1%	P St	1%	00/	F		_	0.570	2000	G	2012
Oakwood Ave	0.54	1900	G	98%	0%		0% hmond Rd	170	0%	Г	0.101	F	0.579	2000	G	2013
		From					wood Ave									
7573) Richmond Rd	0.65	2700	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.513	2900	G	2013
$\overline{}$		To				ECL	Richmond	l								
		From					eadow St									
Parkwood Ave	0.65	4200	G	98%	0%	1%	0%	1%	0%	F	0.133	F		4400	G	2013
		From				На	rrison St									
7574) Cumberland St	0.40	8300	G	98%	0%	1%	0%	1%	0%	F	0.11	F		8900	G	2013
$\overline{}$		To				Be	lvidere St									
$\sim$		From					mitage Rd									
Westbrook Ave	0.08	7300	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.819	7700	G	2013
<u> </u>		To From				I-95	Off Ramp									
7576) Westbrook Ave	0.86	4700	G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.602	5000	G	2013
<u> </u>		To				В	rook Rd									
		From	<u> </u>				Hull St								_	
₇₅₇₇ ) 21st St	0.07	610	F	80%	17%	2%	1%	0%	0%	F	0.146	F		650	F	2013
		From					21st St									
7577) Decatur St	0.13	650	G	80%	17%	2%	1%	0%	0%	F	0.141	F	0.801	690	G	2013
		Te			,	IIS 1 Inffe	rson Davis	. Нил								
7577) Decatur St	0.59	1400	G	80%	17%	2%	1%	0%	0%	F	0.122	Ν	0.535	1600	G	2013
1311) = 000		To								-	<del>-</del>				-	
7577) Decatur St	0.35	1300 From	G	80%	17%	2%	nmerce Rd 1%	0%	0%	F	0.122	F	0.535	1400	G	2013
Decatur St	0.00	To		00 70	17 /0		nd Street	0 70	0 70	'	0.122		0.555	1400	ч	2010
		From														
7578) Cofer Rd	0.97	3600	G	80%	17%	2%	pkins Rd 1%	0%	0%	F	0.086	F	0.605	3900	G	2013
7570)		To					Davis Hwy									
		From				2	22nd St									
7579 Leigh St	0.08	1100	N	80%	17%		1%	0%	0%	N	0.105	Ν	0.526	1200	Ν	2013
$\bigcirc$		To				Ieff	erson Ave									
7579 Leigh St	0.72	1100 From	G	80%	17%	2%		0%	0%	F	0.105	F	0.526	1200	G	2013
,5,7		To														
7579) Glenwood Ave	0.34	1300 From	G	80%	17%	2%	35th St 1%	0%	0%	F	0.121	F	0.614	1300	G	2013
7579 Gienwood Ave	0.04	To		00 70	17 70		ernment Ro		070			•	0.014	1000	u	2010
		From					mitage Rd				i					
7580 Bellevue Ave	0.85	2100	G	80%	17%	2%	1%	0%	0%	F	0.110	F	0.54	2300	G	2013
		To					perlayne A									
		From					oulevard									
7582) Robin Hood Rd	0.51	15000	G	80%	17%		1%	0%	0%	F	0.091	F	0.508	16000	G	2013
$\bigcirc$		To					On Ramp									
		From				127-7582	2-E000A R	lamp								
7582) Ramp	0.10	5100	F								0.118	F		5100	F	2013
$\smile$		To				I-9	95 South									

						City of Fici									
Route	Length	AADT	QA	4Tire	Bus		-Truck xle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Richmond		From:				127 7592 TC	DT 05								
East ₇₅₈₂ Ramp	0.03	NA				127-7582 TC	) K1 95			NA			NA		
1		To:				127-7582-W000	)A JB-127								
West		From:				127-7582 TO I	RT 95 SB								
7582 Ramp	0.02	NA								NA			NA		
<u> </u>		To:			127-75	82-E000A; 127	-7582- A JB-1	27		J					
O 01: 1 B1 1	0.50	From:	<u> </u>	000/	170/	Broad S		00/			_	0.574	010	_	004
Chimborazo Blvd	0.56	760 To:	G	80%	17%	2% 19		0%	С	0.101	F	0.571	810	G	2013
		From:				Oakwood									
7584) Terminal Ave	1.03	3000	G	96%	3%	Jeff Davis		0%	С	0.088	F	0.551	3200	G	2013
7304)		To:				Belt Bl					-			-	
		From:				Broad St	reet								
7585) 31st St	1.20	2300	G	96%	3%	1% 09		0%	F	0.096	F	0.533	2400	G	2013
		To:				Nine Mile	Rd								
$\widehat{}$		From:				161 Hermitage l	Rd; Boulevard								
₇₅₈₆ Brookland Pkwy	0.83	6900	G	98%	1%	1% 09	% 0%	0%	F	0.098	F	0.548	7300	G	2013
<u> </u>		To: From:				Brook I				-					
(7586) Brookland Park Blvd	0.23	8600	G	98%	1%	1% 09	% 0%	0%	F	0.090	F	0.599	9200	G	2013
<u> </u>		To: From:				Chamberlay	ne Ave								
7586 Brookland Park Blvd	1.01	9000	G	98%	1%	1% 09	% 0%	0%	С	0.087	F	0.568	9600	G	2013
		To: From:				Richmond-Hen	rico Tpke								
7586) Brookland Park Blvd	0.56	7500	G	98%	1%	1% 09	% 0%	0%	F	0.094	F	0.541	8000	G	201
		To:				Dill Av Brookland Pa									
7586) Dill Ave	0.40	4700	G	99%	1%	0% 0°		0%	С	0.1	F	0.597	5000	G	2013
7300)		To:				NCL Rich								-	
		From:				Main S	St								
7587) 25th St	0.22	4400	G	98%	0%	1% 09	% 0%	0%	С	0.11	F	0.611	5000	G	201
		Tor				Broad	St								
25th St	0.76	3700	G	99%	1%	0% 0	% 0%	0%	F	0.095	F	0.54	3900	G	2013
		To:				SR 33 Nine I	Mile Rd								
O		From:				Hermitage								_	
Overbrook Ave	0.90	2100	G	99%	1%	0% 09	% 0%	0%	F	0.091	F	0.521	2300	G	2013
<u> </u>		To: From:				US 1 Chamber									
Overbrook Ave	0.61	4200	G	99%	1%	0% 09		0%	F	0.104	F	0.661	4500	G	2013
		10:				North A									
7590) Leigh St	0.50	7300	G	97%	1%	1% 1°		0%	С	0.108	F	0.740	7800	G	201
Leigh St	0.59	7300		97%	1 70			U76	C	0.106	Г	0.740	7000	G	201
Laigh Ct	0.70	From:	<u> </u>	070/	10/	Hermitage		00/				0 F1C	0000		2011
7590 Leigh St	0.72	9200 To:	G	97%	1%	1% 1° Harrison		0%	F	0.098	F	0.516	9800	G	2013
		From:				SR 33 Mosby S									
7590) O St	0.10	880	G	97%	1%	1% 19		0%	F	0.13	F	0.624	940	G	2013
$\overline{}$		To: From:				Carringto	n St								
Carrington St	0.38	110	G	97%	1%	0 St 1% 1°	% 0%	0%	F	0.125	F	0.677	120	G	201
7590) Garrington Gt	0.00	To:	r <u> </u>	01 70	1 /0	N 25th		0 70		7	•	0.077	120	ŭ	2011
		From:				Lombard									
7592) Admiral St	0.18	3000	G	97%	1%	1% 19		0%	F	0.095	F	0.506	3200	G	201
$\mathcal{L}$		To:				Brook I									
7592) School St	0.29	4500 From:	G	97%	1%	1% 19		0%	F	0.098	F	0.508	4800	G	201
		To:				Chamberlay									
		From:				US 60, US 360								-	
7593) 14th St	0.21	12000	G	97%	1%	1% 19		0%	F	0.092	F	0.722	13000	G	2013
		To:				US 250 Bro	ad St								

						City of hic	minoria								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		Fron	.1												
Oth Ct	0.22			079/	10/	Cary		00/	F	0 117	_		0600	G	2012
9th St	0.22	9000	G	97%	1%	1% 1	1% 0%	0%	F	0.117	F		9600	G	2013
<u> </u>		To From				Grace									
9th St	0.08	6900	G	97%	1%	1% 1	% 0%	0%	F	0.112	F	0.681	7300	G	2013
<u> </u>		To From				Broad	St								
7595) 9th St	0.23	6100	G	97%	1%	1% 1	% 0%	0%	F	0.115	F		6500	G	2013
		To	c			Leigh	St								
		Fron	c			Chamberla	yne Ave								
7596) Azalea Ave	0.13	16000	G	97%	2%	1% (	)% 0%	0%	F	0.098	F	0.573	17000	G	2013
		To	c			ECL Ricl	nmond								
		Fron	c			Huguen	ot Rd								
Westgate Dr	0.51	590	G	97%	2%		)% 0%	0%	F	0.101	F	0.526	630	G	2013
331)		To	c			Cedar C									
		Fron	c			Chamberla									
Ladies Mile Rd	1.39	2400	G	97%	2%		0% 0%	0%	F	0.092	F	0.66	2600	G	2013
390) = 300 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		To	<u> </u>			Meadowbr					-			-	
		Fron	:												
Mosby St	0.14	6400	G	97%	2%	Venabl	)% 0%	0%	F	0.108	F	0.503	6800	G	2013
Mosby St	0.17	T-100	<u> </u>	01 /0	<b>-</b> /0	M.L.King		0 /0	'		'	0.000	0000	J	2010
		Fron				Fairmour									
Mechanicsville Tpke	0.42	7800	G	97%	2%		0%	0%	С	0.099	F	0.66	8300	G	2013
<u> </u>		To	c			Fairfield	l Ave								
		Fron	c			Colorado	) Ave								
Control Lombardy St	0.49	780	G	98%	1%		)% 0%	0%	F	0.085	F	0.597	830	G	2013
,		To	c			Idlewood	d Ave								
_		Fron	e .			Parkwoo									
Lombardy St	0.86	6300	G	98%	1%	1% (	0%	0%	С	0.09	F	0.514	6700	G	2013
<u> </u>		т.				Leigh	St								
Combardy St	0.49	7400 From	G	98%	1%		)% 0%	0%	F	0.089	F	0.517	7900	G	2013
,		т.													
Lambardy St	0.25	Fron		98%	1%	Brook 1% (	Rd )% 0%	0%	F	0.086	F	0.501	E600	G	2013
Conbardy St	0.35	<b>5200</b>	G	90%	176			0%	Г	0.086	Г	0.591	5600	G	2013
			<u> </u>			Chamberla	yne Ave								
○ M	4.40	Fron	<u> </u>	050/	40/	Colorado		00/			_	0.504	4400	_	004
Meadow St	1.49	3900	G	95%	1%		% 1%	0%	F	0.089	F	0.561	4100	G	2013
		Fron	:			US 33; Herr Meado				-					
7603) Hermitage Rd	1.16	9800	G	95%	1%		% 1%	0%	С	0.097	F	0.566	10000	G	2013
7603) Herrintage Ha	1.10	3000		0070	1 /0			0 70				0.000	10000	ď	2010
	0.40	Fron	<u> </u>	0551	401	Robin Ho		001			_	0.000	7000		2011
Hermitage Rd	0.12	6600	G	95%	1%	1% 1	1%	0%	F	0.101	F	0.883	7000	G	2013
~		To Fron				Ramps fro	om I-95								
7603) Hermitage Rd	0.20	1900	G	95%	1%	1% 1	1%	0%	F	0.110	F	0.805	2000	G	2013
$\overline{}$		To	c			Brookland	l Pkwy								
		Fron	:			127- 7608 V	enable St								
7605) 22nd St	0.30	710	G	95%	1%		1%	0%	F	0.111	F	0.558	760	G	2013
$\mathcal{O}$		To	c			SR 33 Fairn									
<u> </u>		Fron				Fairmour						<del></del>			
₇₆₀₅ ) 22nd St	0.52	1000	G	95%	1%		1%	0%	F	0.096	F	0.5	1100	G	2013
		To	1			Fairfield	l Ave								
_		Fron				North .	Ave								
Pove St	0.23	2700	G	95%	1%	1% 1	% 1%	0%	F	0.089	F	0.545	2900	G	2013
$\mathcal{L}$		To				Richmond-He	nrico Tnke								
7606) Dove St	0.28	2100 From	G	97%	1%		)% 1%	0%	F	0.09	F	0.518	2200	G	2013
	5.25	<b>2100</b>		2. 70	. 70	2nd A		0,0	•		•	2.010		_	_5.0
		Fron								$\overline{}$					
Venable St	0.20	4400	G	97%	1%	17Th	St )% 1%	0%	С	0.104	F	0.714	4700	G	2013
1608) VOITABIO OT	0.20	4400 To		J1 /0	1 /0			0 /0		0.104	'	0.714	7100	J	2010
		10	<u> </u>			Mosby	/ કા								

						City of H	lichmond								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trai	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond															
O 14 . 11 . 01	0.45	From	<u> </u>	070/	40/		by St	201			_	0.045	0500	_	0010
(7608) Venable St	0.45	3300	G	97%	1%	1%	0% 1%	0%	F	0.095	F	0.615	3500	G	2013
		10					'h St								
C 546 04	0.00	From	<u> </u>	000/	00/		verpass	00/			_	0.770	4700	0	0010
(7609) 5th St	0.20	4400	G	96%	2%	1%	0% 0%	0%	F	0.117	F	0.779	4700	G	2013
		From				Hosp	ital St								
(7609) 5th St; Rowen Ave	0.36	3800	G	96%	2%	1%	0% 0%	0%	F	0.089	F	0.567	4000	G	2013
		To				4th	Ave			$\neg$ —					
(7609) Rowen Ave; 1st Ave	0.28	1900	G	96%	2%	1%	0% 0%	0%	F	0.092	F	0.543	2100	G	2013
		To				2nd	Ave								
		From				Rowen Av	ve; 1st Ave								
( ₇₆₀₉ ) 2nd Avenue	0.18	620	G	96%	2%	1%	0% 0%	0%	F	0.107	F	0.558	660	G	2013
<u> </u>		To From	-			Wille	ow St			$\neg$ —					
7609) 2nd Avenue	0.34	1100	G	96%	2%	1%	0% 0%	0%	F	0.099	F	0.589	1200	G	2013
		To				1	Ava								
7609) 2nd Avenue	0.28	1600	G	96%	2%	1%	Ave 0%	0%	F	0.105	F	0.631	1700	G	2013
2nd Avenue	0.20	1000		JU /6	£ /0	1 /0	0 /0 0 /0	0 /6	'	0.103	'	0.001	1700	u	2013
<u> </u>		From	<u> </u>				nd Pkwy			_ <del> </del>				_	
(7609) Meadowbridge Rd	0.91	4800	G	96%	2%	1%	0% 0%	0%	С	0.091	F	0.548	5100	G	2013
		To	1			NCL R	ichmond								
<u> </u>		From				127-7609 TO	I-64 WEST								
₇₆₀₉ Ramp	0.08	1900	F							0.202	F		1900	F	2013
<u> </u>		To			I-64-	W FROM F	OURTH STREE	ΕT							
		From	:			21	St								
7610 Jefferson Ave	0.32	4300	G	96%	2%	1%	0% 0%	0%	F	0.095	F	0.657	4500	G	2013
		To				251	Th St								
		From	:			Hugue	enot Rd								
(7611) Stony Point Rd	0.26	6600	G	98%	1%	0%	0% 0%	0%	F	0.115	F	0.551	7100	G	2013
,		To				Evansw	ay Lane								
		From				Stony I	Point Rd								
(7611) Evansway Ln	0.72	4400	G	98%	1%	0%	0% 0%	0%	С	0.125	F	0.63	4700	G	2013
$\bigcirc$		To				Weste	gate Dr								
(7611) Cedar Grove Rd	0.76	1500 From	G	98%	1%	0%	0% 0%	0%	F	0.111	F	0.577	1600	G	2013
(7011)		То					era Dr								
		From				Ponde	era Rd								
(7611) Croatan Rd	0.52	390	G	98%	1%	0%	0% 0%	0%	F	0.139	F	0.509	410	G	2013
$\smile$		To				Chero	kee Rd	-							
		From	:			Meadow	bridge Rd								
(7612) Magnolia St	0.96	8100	G	94%	1%	1%	3% 1%	0%	F	0.08	F	0.573	8600	G	2013
$\bigcirc$		To				Mechanic	sville Tpke								
		From	:	·		US 60 Stone	ey Run Drive			_ <del></del>					
(7614) Williamsburg Ave	0.60	11000	G	94%	1%	1%	3% 1%	0%	С	0.095	F	0.614	11000	G	2013
( Williamahura Dd	0.74	From		040/	10/		her St	00/		0.00	_	N E11	0200	-	2012
(7614) Williamsburg Rd	0.74	8700 To	G	94%	1%	1%	3% 1%	0%	F	0.09	F	0.511	9200	G	2013
_							vernment St.								
O 01 0:		From		0651	051		in St	0.51			_	0.6=0	0000	•	0015
(7616) Orleans St	0.21	1900	G	98%	2%		0% 0%	0%	F	0.112	F	0.659	2000	G	2013
		To	<u> </u>			William	sburg Rd								
<u> </u>		From					sville Tpke								
(7618) Fairfield Ave	0.20	4800	G	98%	2%	0%	0% 0%	0%	F	0.089	F	0.573	5100	G	2013
$\overline{}$		To				201	h St			$\neg$ —					
7618) Fairfield Ave	0.91	3400 From	G	98%	2%	0%	0% 0%	0%	С	0.1	F	0.595	3700	G	2013
		To	Ē				ichmond		-		•				
		From					eld Ave			<del>-</del>					
(7619) 17th St	0.16	7000	G	96%	1%		1% 1%	0%	С	0.085	F	0.513	7500	G	2013
(7619) 17th St	0.10	To	<u> </u>	0070	. 70		ital St	370			•	0.010	, 500	<b>-</b>	_510
						поѕр	nai Si								

						Oity Oi i	iciiiioiia								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From				577	l G.								
7619) Hospital St	0.30	5500	G	96%	1%	1%	1% 1%	0%	F	0.088	F	0.532	5900	G	2013
7619) 1 103pital Ot	0.00	To	г <del>с</del>	30 /6	1 /0		'h St	0 70	'	0.000	'	0.552	3300	ď	2010
		From	1							<u> </u>					
7621) St. James St	0.14	270	G	96%	1%	1%	Leigh St 1% 1%	0%	F	0.091	F	0.818	290	G	2013
of. James St	0.14	<b>210</b> To		30 /6	1 /0		all St	0 76		0.031	•	0.010	230	ч	2013
		From					er St								
7621) North Ave	0.70	950	G	96%	1%	1%	1% 1%	0%	F	0.105	F	0.588	1000	G	2013
		To				D-	- 64								
North Ave	0.79	7000 From	G	96%	3%	1%	e St 0% 0%	0%	F	0.086	F	0.513	7500	G	2013
North Ave	0.70	7000		0070	0 70	1 /0	070 070	0 70		0.000	•	0.010	7000	ď	2010
<u> </u>		From					Park Blvd								
North Ave	1.64	4700	G	96%	3%	1%	0% 0%	0%	С	0.085	F	0.588	5000	G	2013
<u> </u>		To				Chamber	layne Ave								
_		From				Hosp	ital St								
₇₆₂₃ Valley Rd	0.41	2000	G	97%	1%	1%	0% 0%	0%	F	0.109	F	0.722	2100	G	2013
<u> </u>		To					Ienrico Tpke								
Diaharana Harrisa T		From	<u> </u>	0701	40/		ey Rd	00/			_	0.500	1000	^	0010
Richmond-Henrico Tpl	ke 1.18	1800	G	97%	1%	1%	0% 0%	0%	С	0.098	F	0.526	1900	G	2013
		To From				Brookland	Park Blvd								
7623) Richmond-Henrico Tpl	ke 0.29	1400	G	97%	1%	1%	1% 0%	0%	F	0.091	F	0.528	1500	G	2013
$\smile$		To				Gladste	one Ave								
Richmond-Henrico Tpl	ke 0.45	1500 From	G	97%	1%	1%	1% 0%	0%	С	0.106	F	0.542	1600	G	2013
7,623		То	Ť	01 70	170	NCL R		070			•	0.012	1000	G	20.0
		From	1							_					
Brook Rd	0.70	7800	G	98%	1%	Chamberl 1%	0% 0%	0%	С	0.109	F	0.522	8300	G	2013
Brook Rd	0.70	7000	G	90%	1 70	1 70	0% 0%	076	C	0.109	Г	0.522	0300	G	2013
		To From					ardy St								
₇₆₂₅ Brook Rd	0.66	10000	G	98%	1%	1%	0% 0%	0%	F	0.117	F	0.723	11000	G	2013
<u> </u>		To				Brookland	Park Blvd								
7625) Brook Rd	0.85	8700 From	G	99%	1%	1%	0% 0%	0%	С	0.106	F	0.679	9200	G	2013
7025)															
Dunali Dd	1 10	From	<u> </u>	000/	10/		um Ave	00/		0.000	_	0.574	11000		0010
7625 Brook Rd	1.18	10000	G	99%	1%	1%	0% 0%	0%	F	0.096	F	0.574	11000	G	2013
		10				NCL R	ichmond								
		From					y St								
7627) Crenshaw Ave	0.25	530	G	99%	1%	1%	0% 0%	0%	F	0.104	F		570	G	2013
<u> </u>		To				Grov	e Ave								
_		From				Ellwo	ood St								
7629 Thompson St	0.08	12000	G	99%	1%	1%	0% 0%	0%	F	0.097	F	0.549	13000	G	2013
$\smile$		To				Flor	d Ave								
7629) Thompson St	0.89	13000 From	G	99%	1%	1%	0% 0%	0%	F	0.100	F		13000	G	2013
, 02.3)	0.00	То	Ť	-0/0	. ,0		ad St	2,0	•		•		. 5556	-	
1- 4-		From								<u> </u>					
North Ramp	0.09	14000	F			127-7629	ΓΟ RT 195			0.114	F		14000	F	2013
7629 Ramp	0.09	14000			T 107	N ED THO	MDCON CEDE	т		0.114			14000	Г	2013
		10	<u> </u>		1-195		MPSON STREE	1							
( )	0.40	From	<u> </u>	0.407	001		y St	001			_	0.540	4000	0	0010
(7631) Hamilton St	0.13	1500	G	94%	2%	2%	0% 1%	0%	F	0.096	F	0.513	1600	G	2013
		To From				Floye	i Ave								
7631) Hamilton St	0.12	5400	G	94%	2%	2%	0% 1%	0%	F	0.119	F	0.519	5800	G	2013
$\smile$		To				Grov	e Ave								
C Harrittan Ot	0.60	2500 From	G	94%	2%	2%	0% 1%	0%	F	0.103	F	0.639	2600	G	2013
7004) Hamilton St	0.00	2300		UT /0	<u>~</u> /0			J /0	'	0.100	•	0.000	2000	J	2013
7631 Hamilton St						3.7									
		From				Monun									
7631) Hamilton St	0.14	2700 From	G	94%	2%	2%	0% 1%	0%	F	0.135	F		2900	G	2013
	0.14	2700	G	94%	2%	2%	0% 1%	0%	F	0.135	F		2900	G	2013
	0.14		G	94%	2%	2%		0%	F	0.135	F F	0.612	2900 9300	G G	2013

Length	AADT	QA	4Tire	Bus	Tru	ıck			K		Dir			
0.64	-				2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
0.64					Broad St									
0.61	3000	G	94%	2%	2% 0%	1%	0%	С	0.115	F	0.706	3200	G	2013
0.0.	To:		0.70		Westwood Ave		0,0			•	000	0200	<u>.</u>	_0.0
	From:				127-7631 TO RT	195								
0.09	6200	F							0.158	F		6200	F	2013
	To				I-195-S FR RT 3	33								
	From				127-7631 TO RT	195								
0.10	4700	F							0.125	F		4700	F	2013
	To			I-195	-N FR HAMILTON	STREE	Γ							
	From:				Grove Ave									
0.76	1700	G	94%	2%		1%	0%	F	0.106	F	0.732	1800	G	2013
	To				Broad St									
	From:				Magnolia St									
0.49	4200	G	94%	2%		1%	0%	F	0.086	F	0.519	4400	G	2013
	10:				Dill Ave									
0.05	From:		0.407	001	Cary St	401	00/			_	0.000	0000	_	001
0.25	2200	G	94%	2%	2% 0%	1%	υ%		0.131	۲	0.662	2300	G	2013
	From				Grove Ave	_	_							
1.04	2300	G	94%	2%	2% 0%	1%	0%	F	0.121	F	0.685	2400	G	2013
	To	<u> </u>			Broad St				<u> </u>					
	From:				Cary St									
0.29	5600	G	99%	0%	0% 0%	0%	0%	С	0.083	F	0.718	6000	G	2013
	To: From:				Grove Ave									
0.72	10000	G	99%	0%	1% 0%	0%	0%	С	0.09	F	0.545	11000	G	2013
	To				NCL Richmond	l								
	From:				Cary St									
0.57	1700	G	98%	1%	1% 0%	0%	0%	С	0.125	F	0.542	1800	G	2013
	To				Guthrie Ave									
0.10			000/	10/		09/	00/		0.175	_	0 505	1100	G	201
0.12		G	96%	170		0%	0%	Г	0.175	Г	0.525	1100	G	2013
0.60			000/	10/		00/	00/		0.102	_	0.610	12000	G	2013
0.60	12000	G	96%	170	1% 0%	0%	0%	C	0.103	Г	0.616	13000	G	201
	From:				Towana Rd				_					
0.79	8200	G	98%	1%	1% 0%	0%	0%	F	0.091	F	0.553	8800	G	201
	To:				Hanover Ave									
0.35	12000	G	98%	1%	1% 0%	0%	0%	F	0.091	F	0.509	13000	G	201
	To				WCL Richmon	1								
	From:				Hopkins Rd									
0.74	8700	G	97%	2%	1% 1%	1%	0%	С	0.1	F	0.507	9200	G	201
	To				SR 10 Broad Rock	Blvd								
	From:				Patterson Ave									
0.29	5200	G	99%	0%	0% 0%	0%	0%	С	0.095	F	0.535	5500	G	201
	To				NCL Richmond	l								
	From:			DU	VAL STREET BRO	OK RD								
0.03		F							NA			840	F	201
	To			US 01-	N093A FROM BRO	OOK ROA	AD							
	From:				Everett St									
	NA								NA			NA		
	To				Stockton St									
	From:				Broad St									
	From: <b>2500</b>	F			Broad St				0.096	F		2700	F	201
	<b>2500</b>	F			Marshall St				0.096	F		2700	F	201:
		F							0.096			2700 2100	F G	201:
	0.10  0.76  0.49  0.25  1.04  0.29  0.72  0.57  0.12  0.60  0.79  0.35  0.74	0.10 4700 To From: 0.49 4200 To From: 0.25 2200 To From: 0.29 5600 To From: 0.57 1700 To From: 0.57 1700 To From: 0.57 12000 T	0.10	Total   From	O.10		0.09	0.10    1.00	0.109	0.109	0.109	0.00	0.10	0.10

					•	-								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Richmond	From				T Street				1					
20th Street	NA				1 Sileet				NA			NA		
	To				U Street									
	From				R St									
24th St	570	G							0.082	F	0.598	610	G	2013
	To				Fairmount Ave									
3rd Avenue	780	G			Alder St				0.106	F	0.76	830	G	201
Sid Aveilue	7 OU				Chestnut St				0.100	'	0.70	030	u	201
	From				Cary St									
Addison St	NA								NA			NA		
	To				Main St									
	From				Damley Dr									
Archale Rd	NA To								NA			NA		
	From				Abbey Rd									
Atlantic Ave	150	G			Dupont Ave				0.146	F	0.6	160	G	201
7111411110 / 110	To				Navrone Ave				J. 1-40	•	0.0	100	G	201
	From				Henri Rd									
Bay St	270	G	97%	2%	1% 0%	0%	0%	С	NA			270	G	201
	To				Somerset Ave									
	From				Commerce Rd									
Bells Rd	4200	G	79%	1%	4% 3%	14%	0%	F	NA			4600	G	201
	10				Deepwater Termina	l Rd								
Belmont Ave	2500	G	98%	1%	Stuart Ave	0%	0%	С	0.09	F	0.527	2500	G	201
Dominont 7440	<b>2300</b>	Ĕ	00 /0	1 /0	Kensington Ave		0 70		0.00	•	0.027	2000	u	201
	From				SCL Richmond				1					
Belmont Rd	5700	G							0.103	F	0.51	6100	G	201
	To				Walmsley Blvd									
	From				Sheridan Lane								_	
Boroughbridge Rd	1100 _{тс}	G							0.092	F	0.536	1100	G	201
					Tilford Rd									
Brittannia Rd	200	G			Dorset Rd				0.134	F	0.517	210	G	201
Diittaiiiia Hu	<b>200</b>				Lauradale Ln				0.134	'	0.517	210	u	201
	From				Flood Wall									
Byrd St Alley	460	G	97%	1%	1% 0%	0%	0%	С	0.136	F	0.706	460	G	201
	To				Virginia St									
	From				Sheridan Ln									
Byswick Ln	NA								NA			NA		
	To				Bassett Ave									
Caldwell Ave	From <b>390</b>	G			Falling Creek Av	/e			0.115	F	0.588	410	G	201
Caldwell Ave	390 To				Pate Ave				0.113	Г	0.366	410	G	201
	From				Creedmore St									
Carlisle Ave	1800	G	96%	3%	1% 0%	0%	0%	С	0.110	F	0.604	2000	G	201
	To				Central Ave									
Carlisle Ave	990	G			Government Ro	l			0.097	F	0.567	990	G	201
Carriole Ave	990 To	<u> </u>			Creedmore St				0.037	1.	0.567	990	G	۷۱ ا
	From				Parker St				i					
Carlisle St	1700	G			i airci 3t				0.11	F	0.530	1700	G	201
	To				Government Ro	l								
	From				24Th St									
Carrington St	70	G							0.114	F		80	G	201
	To				25Th St									

					City of Alchimone	,							
	gth <b>AADT</b>	QA	4Tire	Bus	Trucl 2Axle 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ity of Richmond	Fron	:			9Th St			1					
Cary St	4900	G			7111.00			0.094	F		5200	G	2013
, 	To	:			14Th St								
	Fron	:			Dale Ave								
Castlewood Rd	2200	G						0.091	F	0.575	2400	G	2013
	To				Lancelot Ave								
Ohamal Du	From	<u> </u>			Legions Ave						1000	_	0010
Chapel Dr	1200	G			Bundy Ave			NA			1300	G	2013
	Fron							_					
Cheyenne Rd	100	G			Cherokee Rd			0.118	F	0.519	100	G	2013
Gneyenne Ha	To	Ť			Yuma Rd				•	0.010	100	Ğ	
	Fron	:			Banister Lane								
Clarendon Dr	80	G			Banister Bane			0.14	F	0.68	90	G	201
	To	:			Channing Lane								
	Fron				Walmsley Blvd								
Commerce Rd	4200	G						0.112	F	0.817	4400	G	201
	To				Trenton Ave								
	Fron				Chatham Rd								
Confederate Ave	580	G						0.126	F	0.553	620	G	201
	To				Glouchester Rd								
0 1 51	Fron	<u> </u>			Alaska Dr				_			_	
Cooks Rd	740	G			A 11			0.127	F	0.521	790	G	201
		1			Allwood Ave								
Creighton St	1900	G			Nine Mile Rd			0.096	F	0.522	2100	G	201
Oreignion of	1900 To				Walcott Pl			0.030	'	0.522	2100	u	201
	Fron	:			Castlewood Rd								
Dale Avenue	420	G			Casticwood Rd			NA			420	G	201
	To				US 1								
	Fron	:			Bells Rd								
Deepwater Terminal Rd	720	G						0.140	F	0.797	760	G	201
	To			Rie	chmond Deep Water Te	rminal							
December Terreinal De	From	<u> </u>	700/	10/	Bells Rd	140/ 00/					1000	_	001
Deepwater Terminal Rd	1200	G	79%	1%		14% 0%	С	NA			1300	G	201
	Fron			Kl	chmond Deep Water Te	iiiiiiai							
Deloak Ave	190	L			Floral Ave			0.105	F	0.511	200	G	201
Deloak Ave	190 To				Greystone Ave			0.103	'	0.511	200	G	201
	Fron				Tennyson Ave			i					
Derwent Rd	980	G			1 chiny soli Ave			0.101	F	0.621	1000	G	201
	To				Stansbury Ave								
	Fron	:			Laveta Rd								
Deter Rd	710	G						0.119	F	0.547	750	G	201
	To				Lasalle Dr								
	Fron				New kent Rd								
Dorchester Rd	150	G						0.142	F	0.647	160	G	201
	Te	1			Burton Rd								
	Fron				Waldor Ave								
Dorset Rd	790	G						0.092	F	0.545	850	G	201
	To	1			Pusey Lane								
	Fron				French St		•					_	
Douglasdale Rd	3300	G			7.1			0.099	F	0.660	3500	G	201
	To	1			Belmont Ave								
Duratas Aus	Fron	ب			41St Street			0.100	_	0.000	000	_	004
Dunston Ave	240 _{To}	G			D 1 0:			0.133	F	0.689	260	G	201
	10	1			Roanoke St								

Route	Length AADT	ΟΛ	4Tiro	Buc	Tr	uck		QC _	K	QK	Dir	AAWDT	OW/	Year
	Lengin AADI	QА	41116	Dus	2Axle 3+Axle	1Trail	2Trail	F	actor	QI	Factor	AAWDI	QVV	rear
v of Richmond	From:				Cary St									
E Lock Ln	<b>NA</b>	<b>-</b>			Grandway Ro	1			NA T			NA		
	From:				Boatwright D				1					
Edgehill Rd	NA				Dour Winght D	•			NA			NA		
	To:				Bandy Rd				]					
Elkhardt Ln	NA From:				Kirby Rd				NA			NA		
Likilalut Lii	To				Dead End				1			INA		
	From:				Hull St									
Elkhardt Rd	6500	G						C	.092	F	0.504	6900	G	2013
	To:				Whitehead Re				<u> </u>					
Essex St	160	G			Montrose Av	2			<b>」</b> 0.149	F		170	G	2013
L330x 0t	To				Edgewood Av	e			7	•		170	u	2010
	From:				Nottoway Av	e								
Faquier Ave	510	G						C	.129	F	0.653	550	G	2013
	To				Claremont Av				<u> </u>					
Felton Rd	From:				Warwick Rd				J NA			NA		
i citori i ta	To				Ridgecliff Dr				Ï			IVA		
	From:				Spokane St									
Franklin St	180	G						C	.123	F	0.673	190	G	2013
	To				Willow Lawn									
Glyndon Ln	270	G	95%	3%	Heartwood R 2% 0%	d 0%	0%	C	0.109	F	0.531	280	G	2013
Glyfidolf Eff	<b>270</b>		33 /6	3 /6	Forest Hill Av		0 /6	0 0	7.109	•	0.551	200	G	2013
	From:				22nd St				i					
Gordon Avenue	1300	G	94%	4%	1% 0%	0%	0%	C C	.116	F	0.517	1300	G	2013
	To				21st St				<u> </u>					
Government Rd	From: <b>4600</b>	G			Parker St				0.094	F	0.582	4600	G	2013
Government na	<b>4000</b>				Carlisle St				7.034	•	0.302	4000	u	2013
	From				Matoaka Rd									
Granite Ave	830	G						C	.129	F	0.557	880	G	2013
	To				Tuckahoe Av	e								
Hanover Ave	NA From:				Mulberry St				NA			NA		
Hanovel Ave	To:				Robinson St				1			INA		
	From				Wainfleet Dr				Ī					
Hastings Dr	NA								NA			NA		
	To				Apache Rd									
Hawthorne Ave	380	<u> </u>	000/	10/	Westwood Av		00/			_	0.551	200	_	2012
nawmome Ave	30U To:	G	98%	1%	1% 0% Walton Ave	0%	0%	C C	).119 <b>7</b>	F	0.551	380	G	2013
	From:				Hazelhurst R				i					
Hunt Ave	1900	G						C	.103	F		2000	G	2013
	To				Meadowbridge									
lunglocks Dr	From: <b>380</b>		-		Junaluska Ct				1117		0.601	410	6	2012
Junalaska Dr	380 To:	G			Blakemore R	1			).117 <b>7</b>	F	0.621	410	G	2013
	From:	· · · · · ·			Sterncroft Di				<del>-</del>					
Kenmore Rd	370	G						C	.128	F	0.559	390	G	2013
	To				Kenmore Cir				<u> </u>					
Keswick Ave	From: <b>NA</b>				21st St	_			J NA			NA		

No. of Richmond   No. of Ric						City of Richino	iiu								
Mingsbury Rd	Route	Length AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Kirby Rd	tv of Richmond	Eron				Will D.I									
Manuals Rd   Man	Kingehuny Rd		<u> </u>	08%	10/		Λ°/-	Nº/-		0.120	E	0 567	220	G	2013
Kirby Rd	Kingsbury Hu		_	30 /6	1 /0		0 /6	0 76	0	0.123	•	0.307	220	u	2013
Kirby Rd		From					3								
Cakeview Ave	Kirby Rd	740	G	100%	0%			0%	С	NA			740	G	2013
Lamb Ave						Brookhaven Rd									
Surfield Ave   Surf		From	:			Davis Ave									
Lamb Ave 360 G 95% 4% 1% 0% 0% 0% C 0.135 F 0.661 360 G 2013  Lanewood Dr 420 G	Lakeview Ave	NA								NA			NA		
Lamb Ave		To	d			Stafford Ave									
Lanewood Dr														_	
Lanewood Dr	Lamb Ave		G	95%	4%		0%	0%	С	0.135	F	0.661	360	G	2013
Lanewood Dr															
Corraine Ave	Language Du		<u> </u>			Ilex Ave				0.007	_	0.01	450	0	0010
Lorraine Ave	Lanewood Dr		<u> </u>			Torminal Ava				0.087	Г	0.61	450	G	2013
Lorraine Ave		From													
M St   2400   G	Lorraine Ave			97%	1%		0%	0%	С	N 149	F	0.708	170	G	2013
M St 200 G	Lorraine 7.ve	To	$\vdash$	01 70	1 /0		0 70	0 70		0.140	•	0.700	170	u	2010
MSt		From													
Maggie Walker Ave	M St	2400	G			2711131				0.093	F	0.52	2500	G	2013
Maggie Walker Ave		To				28th St									
Merrifield Dr		From	:			Piney Rd									
Merrifield Dr	Maggie Walker Ave	NA				•				NA			NA		
Merrifield Dr		To				Corbin St									
Mike Rd   100   G						Westower Dr									
Mike Rd	Merrifield Dr	NA								NA			NA		
Mike Rd    100   G		To	c .			Huntland Rd									
Moss Side Ave   Final						Clemson Ave									
Moss Side Ave	Mike Rd	100	G							0.126	F	0.586	110	G	2013
Moss Side Ave															
National St   State	Maga Sida Aya		<u> </u>			Laburnum Ave				0.110	_	0 639	720	G	2013
National St 580 G 97% 2% 1% 0% 0% 0% C 0.134 F 0.562 580 G 2013    National St   State   State	Woss Side Ave					Hanrico Blvd				0.110	Г	0.030	730	G	2013
National St															
New Kent Rd	National St		L.	97%	2%			0%	С	0 134	F	0 562	580	G	2013
New Kent Rd   Na	rational of			01 70	270		0 70	0 70		0.10+	•	0.002	000	u	2010
New Kent Rd		From					1								
Newell Rd   2000   G	New Kent Rd					Breckenninge Ko				NA			NA		
Newell Rd   2000   G						St James Ct									
Nottingham Rd   160   G		From				Jahnke Rd									
Nottingham Rd  160 G  To Dover Rd  Oak Lane  240 G  Stratford Cres  Old Brook Rd  3400 G  97% 1% 1% 1% 0% 0% 0 C 0.092 F  Westminister Ave  Old Holly Rd  150 G  Oakleaf Rd  From G  Oakleaf Rd  O.101 F  O.509 170 G  2013  0.101 F  0.509 J70 G  2013  0.101 F  0.571 260 G  2013  0.102 F  0.533 3600 G  2013  0.103 F  0.826 160 G  2013  0.104 F  0.826 160 G  2013  0.845 F  0.857 F  0.858 F	Newell Rd	2000	G							0.084	F	0.590	2200	G	2013
Nottingham Rd 160 G		To				Huntland Rd									
Doke		From	:			Sulgrave Rd									
Oak Lane  240 G	Nottingham Rd	160	G							0.141	F	0.509	170	G	2013
Oak Lane  240 G  Stratford Cres  O.101 F 0.571 260 G 2013  Westbrook Ave  Old Brook Rd  3400 G 97% 1% 1% 1% 0% 0% 0% C 0.092 F 0.533 3600 G 2013  Westminister Ave  Old Holly Rd  150 G 0.130 F 0.826 160 G 2013  From: Oakleaf Rd  Palmyra Ave  420 G 0.100 F 0.712 450 G 2013		To	:			Dover Rd									
Stratford Cres   Stra		From				Grove Ave									
Promit   Westbrook Ave	Oak Lane		G							0.101	F	0.571	260	G	2013
Old Brook Rd  3400		To				Stratford Cres									
Vestminister Ave															
Front:         Hickory Rd           Old Holly Rd         150         G         0.130         F         0.826         160         G         2013           Total         Oakleaf Rd         Oakleaf R	Old Brook Rd	3400	G	97%	1%			0%	С	0.092	F	0.533	3600	G	2013
Old Holly Rd         150         G         0.130         F         0.826         160         G         2013           Four         Gloucester Rd           Palmyra Ave         420         G         0.107         F         0.712         450         G         2013		To	1				e								
To         Oakleaf Rd           From:         Gloucester Rd           Palmyra Ave         420         G         0.107         F         0.712         450         G         2013						Hickory Rd					_			_	
From:         Gloucester Rd           Palmyra Ave         420         G         0.107         F         0.712         450         G         2013	Old Holly Rd		G							0.130	F	0.826	160	G	2013
Palmyra Ave 420 G 0.107 F 0.712 450 G 2013			1												
	Deline A					Gloucester Rd					_	0.745	450	_	00.
	Paimyra Ave	420				Lament St				0.107	F	0./12	450	G	2013

					City of Richino	na								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Richmond	From:				Columbine Rd									
Patsy Anne Dr	470	G			Columbiae Ru				0.105	F	0.597	500	G	2013
	To:				Rebecca Rd									
	From:				Larchmont Lane	;							_	
Peyton St	230 _{то:}	G			M4:-1- D4				NA			250	G	2013
	From:				Mardick Rd									
Phaup St	NA .				26th St				NA			NA		
'	To:				27th St									
	From:				North Ave									
Pilots Ln	1200	G							0.092	F	0.615	1300	G	2013
	To:				ECL Richmond									
Plum St	From: <b>910</b>	G	99%	0%	W Main St 0% 0%	0%	0%	С	NA			910	G	2013
Fiulii St	910 To:	G	33 /6	0 /6	Floyd Ave	0 /6	0 /6					910	G	201
	From:				Dill Ave				i					
Pollock St	630	G	99%	0%	0% 0%	0%	0%	С	NA			630	G	2013
	To:				4th Ave									
	From:				Hermitage Rd								_	
Princeton Rd	140	G			D 4				0.154	F	0.674	150	G	2013
	From:				Pope Ave									
Ramp	NA				Idlewood Ave				NA			NA		
	To:				I-195 North									
	From:				Rivercrest Rd									
Riverside Dr	1300	G	99%	0%	0% 0%	0%	0%	С	NA			1300	G	2013
	To:				Butte Rd									
O. King along Acces	From:	_			Orlando Rd				0.100	_	0.000	000	0	004
S Kinsley Ave	260 _{To:}	G			Leake Rd				0.109	F	0.606	280	G	201
	From:				Stony Run Dr									
Scher Rd	2300	G			Stony Run Di				0.105	F	0.558	2500	G	2013
	To:				Richmond Rd									
	From:				Rennie Ave									
Seminary Ave	NA								NA			NA		
	To:				Westwood Ave									
Shafer St	From: <b>480</b>	G			Franklin St				0.115	F		510	G	201
onaici ot	<b>400</b>				Grace St				0.113	'		310	u	2010
	From:				Halesworth Rd				Ì					
Sherbrook Rd	340	G	96%	0%	4% 0%	0%	0%	С	NA			340	G	2013
	To:				Cherokee Rd									
0 151	From:	_			Huth Rd				2 400		0.500	1000		004
Snead Rd	1200 To:	G			Clearfield St				0.122	F	0.563	1300	G	2013
	From:													
Stafford Rd	520	G	97%	1%	Robert Bruce Di	0%	0%	С	0.109	F	0.621	520	G	2013
	To:				Forest Hill Ave									
	From:				Stratford Dr									
Stanhope Avenue	220	G							NA			220	G	2013
	To:				Brook Rd									
Curanas Dd	From:				Whitehead Rd				0.105	_	0.510	1700		004
Swanson Rd	1600 _{To:}	G			Bolton Rd				0.105	F	0.519	1700	G	2013
					DORUH KU									
	From:	1			20th St									
T Street	From: <b>NA</b>				20th St				NA			NA		

						O.t., O.	1 1 110111110									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Richmond																
		From:		2221	121		ncaster Rd				<u></u>	_			_	
The Terrace		180 To:	G	98%	1%	1%	0%	0%	0%	С	0.121	F		180	G	2013
							wood Ave									
Tueloue Del		From:				We	eyburn Rd				0.148	F	0.07	1.10	G	0010
Trabue Rd		140 To:	G			D:	cknell Rd				0.148	Г	0.87	140	G	2013
		From:														
Traylor Dr		300	G			Che	erokee Rd				0.306	F	0.73	320	G	2013
Traylor Dr		300 To:	G			Do	enbigh Dr				0.306	Г	0.73	320	G	2013
		From:														
Tulip St		820	G			Ve	enable St				0.085	F	0.531	870	G	2013
Tulip St		02U To:	G			Car	rington St				0.065	'	0.551	670	G	2013
		From:									<u> </u>					
Wainfleet Dr		NA				Ke	ttering Dr				NA			NA		
waiiiileet Di		INA To:				Λ,	oache Rd							INA		
		From:				•										
Wainwright Dr		170	G			Е	Erich Rd				NA			170	G	2013
Walliwinght Di		To:	G				Irby Dr							170	G	2010
		From:					enway Dr									
Wainwright Dr		270	G	96%	3%	1%	1%	0%	0%	С	0.133	F	0.59	270	G	2013
		To:				Bla	andy Ave									
		From:				Ye	ardley Dr									
Westower Dr		2100	G								0.096	F	0.646	2300	G	2013
		To:				Lir	nerick Dr									
		From:				Haw	thorne Ave	:								
Westwood Ave		1300	G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.729	1300	G	2013
		To:				No	oble Ave									
		From:				Su	ssex Ave									
Whitcomb St		2500	G								0.095	F	0.799	2600	G	2013
		To:				Red	wood Ave									
		From:				De	ebora Dr									
Whitlone Dr		NA									NA			NA		
		To:				В	liley Rd									
		From:				Ma	toaka Rd									
Wilton Rd		450	G								0.118	F	0.594	480	G	2013
		To:				Tuc	kahoe Ave									
		From:				Stoc	kwood Rd									
Woodhaven Dr		730	G	_					_		0.128	F	0.563	780	G	2013
		To:				Alt	erene Rd									
		From:				Wa	rwick Rd									
Woodstock Rd		NA		_					_		NA			NA		
		To:				Ja	arvis Rd									