## 2015

# 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

Virginia State Route

## Special Routes

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

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

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

_					_		Tru	ıck			K -	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	K Factor	AAWDT	QW
~~~~	From:	SCL Richmond												
1 301 Jefferson Davis Hwy	City of Richmond	2.13 <b>15000</b>	G	95%	1%	1%	1%	2%	0%	F	0.080	0.568	16000	G
<del>~ ~</del>	To: From:	Bellmeade Rd												
1 (301) Jefferson Davis Hwy	City of Richmond	0.86 <b>13000</b>	Α	95%	1%	1%	1%	2%	0%	С	0.099	0.557	14000	Α
<del>~</del> <del>~</del> <del>~</del>	To: From:	Hopkins Rd												
1)(301)Jefferson Davis Hwy	City of Richmond	1.01 <b>18000</b>	F	95%	1%	1%	1%	2%	0%	F	0.087	0.516	20000	F
<del>-</del>	To: From:	US 360 Hull S	t											
1)(301)Cowardin Ave	City of Richmond	0.39 <b>22000</b>	F	95%	1%	1%	1%	2%	0%	F	0.088	0.565	24000	F
<del></del>	To: From:	Semmes Ave												
1 301 Lee Bridge	City of Richmond	0.76 <b>32000</b>	F	97%	1%	1%	0%	0%	0%	F	0.097	0.561	37000	F
<i></i>	To- From:	2nd St				$\neg$ $\vdash$								
1)(301)Belvidere St	City of Richmond	0.92 <b>27000</b>	F	97%	1%	1%	0%	0%	0%	F	0.093	0.547	31000	F
<del></del>	To	Franklin St				$\neg$								
1) (301) Belvidere St	City of Richmond	0.15 <b>35000</b>	F	97%	1%	1%	0%	0%	0%	F	0.085	0.545	39000	F
	To- From:	US 250 Broad S	St											
1) (301) Belvidere St	City of Richmond	0.40 37000	G	97%	1%	1%	0%	0%	0%	F	0.083	0.611	41000	G
	To:	Chamberlayne A	ve											
Chambarlaura Aug	City of Dielegand	Belvidere St	_	070/	10/	10/	00/	00/	00/	0	0.005	0.007	0.4000	_
1 (301) Chamberlayne Ave	City of Richmond	1.02 <b>21000</b>	F	97%	1%	1%	0%	0%	0%	С	0.085	0.607	24000	F
	To- From:	Edge Hill Rd		070/	40/		00/	20/	00/		0.000	0.004	20222	
1 (301) Chamberlayne Ave	City of Richmond	0.31 <b>20000</b>	F	97%	1%	1%	0%	0%	0%	F	0.086	0.604	23000	F
~~~	To: From:	Brookland Park B				<u> </u>								
1 301 Chamberlayne Ave	City of Richmond	0.86 <b>16000</b>	F	97%	1%	1%	0%	0%	0%	С	0.093	0.632	18000	F
<u> </u>	Tα· From:	Laburnum Ave												
1)(301)Chamberlayne Ave	City of Richmond	0.26 <b>14000</b>	F	98%	1%	1%	0%	0%	0%	F	0.094	0.618	16000	F
~ ~	To- From:	Claremont Ave												
1)(301)Chamberlayne Ave	City of Richmond	0.94 <b>15000</b>	F	98%	1%	1%	0%	0%	0%	С	0.099	0.577	17000	F
<del></del>	To:	Azalea Ave												
1 Azalea Ave	City of Richmond	Chamberlayne A 0.26 <b>18000</b>	F	98%	1%	1%	0%	0%	0%	F	0.093	0.549	20000	F
7,22,00,7,00	To:	NCL Richmon		0070	170	$\overrightarrow{}$	0 /0	0 70	0 70	•	0.000	0.040	20000	
	From:	US 1				i								
1 Ramp	City of Richmond (Maint: 43)	0.07 <b>12000</b>	G								0.099		12000	G
÷) :	To:	I-95 South												
lorth	From:	US 1 Belvidere	St											
1 Ramp	City of Richmond (Maint: 43)	0.04 <b>6500</b>	G								0.101		6500	G
<u></u>	Tor	127-99006 A												
North Ramp	City of Richmond (Maint: 42)	127-99006- A 0.06 <b>4800</b>									0.105		4900	G
1 Ramp	City of Richmond (Maint: 43)	0.06 <b>4800</b>	G								0.105		4800	G

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

		City of hichinoria											
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
North	From:	US 1 Chamberlayne Ave; Belvider	re St										
1 Ramp	City of Richmond (Maint: 43)	0.12 <b>9100 A</b>								0.211		10000	Α
	To:	I-95 North											
South	From:	US 1 S, Belvidere St											
1 Ramp	City of Richmond (Maint: 43)	0.28 <b>4300 A</b>								0.113		4600	Α
	To:	US 1 N Exit 93A to I-95 South	1										
	From:	Azalea Ave											
2) (301) Chamberlayne Ave	City of Richmond	0.04 <b>14000</b> F	97%	1%	1%	0%	1%	0%	F	0.103	0.571	15000	F
	To:	NCL Richmond											
	From:	25th St											
5) (60) Main St	City of Richmond		100%	0%	0%	0%	0%	0%	F	0.101	0.674	18000	F
<u> </u>	Τα:	Williamsburg Rd											
	From:	Williamsburg Ave											
( <sub>5</sub> ) Main St	City of Richmond	0.40 <b>7200 F</b>	100%	0%	0%	0%	0%	0%	С	0.120	0.734	8100	F
<u> </u>	To	Nicholson St											
5 Main St	City of Richmond	0.26 <b>12000 G</b>	100%	0%	0%	0%	0%	0%	F	0.134	0.825	14000	G
	To:	ECL Richmond											
	From:	WCL Richmond											
6 Patterson Ave	City of Richmond	1.30 <b>15000</b> F	99%	0%	0%	0%	0%	0%	F	0.100	0.534	16000	F
	Total	Y 11 1 1											
6 Patterson Ave	City of Richmond	Libbie Ave 1.67 <b>11000 F</b>	99%	0%	0%	0%	0%	0%	F	0.11	0.507	13000	F
6 Patterson Ave	Oity of Flictimona		33 /6	0 76	0 76	0 /6	0 /6	0 /6	'	0.11	0.507	13000	'
	To: From:	Malvern Ave					221		_				_
6 Patterson Ave	City of Richmond	0.38 <b>8900 F</b>	99%	0%	0%	0%	0%	0%	F	0.107	0.520	10000	F
<u> </u>	To: From:	Thompson St											
6 Kensington Ave	City of Richmond	0.71 <b>2300 F</b>	99%	0%	0%	0%	0%	0%	F	0.113	0.715	2600	F
	To:	Boulevard											
	From:	US 360 Hull St											
10 Broad Rock Rd	City of Richmond	0.81 <b>9400 F</b>	98%	1%	1%	0%	0%	0%	С	0.082	0.527	10000	F
$\overline{}$	To	N Belt Blvd											
10 (161) Broad Rock Blvd	City of Richmond	0.43 <b>16000 F</b>	98%	1%	1%	0%	0%	0%	F	0.097	0.517	17000	F
(10) (101) = 1000 = 1100				. , ,		0,70	0,70	0 / 0	•	0.007	0.0		•
Drood Dook Dhid	City of Diahmand	S Belt Blvd	000/	10/	10/	00/	00/	00/		0.005	0.601	01000	F
10 Broad Rock Blvd	City of Richmond	2.10 <b>20000 F</b>	98%	1%	1%	0%	0%	0%	С	0.095	0.631	21000	г
	To: From:	W. Belmont Rd											
10 Iron Bridge Rd	City of Richmond	0.56 <b>12000 F</b>	98%	1%	1%	0%	0%	0%	F	0.094	0.602	14000	F
<u> </u>	То:	SCL Richmond											
~~~	From	WCL Richmond											
33 Staples Mill Rd	City of Richmond	0.03 <b>19000 G</b>	98%	0%	1%	0%	0%	0%	F	0.092	0.518	22000	G
<u> </u>	Τσ	US 250 Broad St											
C C Durad C	Prom	US 250; Staples Mill Rd	000/	101	40/	00/	00/	00/	_	0.445	0.550	00000	г.
33 250 Broad St	City of Richmond	0.79 <b>26000 B</b>	98%	1%	1%	0%	0%	0%	С	0.115	0.550	29000	В
	101	Malvern Ave											

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT G	QΑ	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK I	Factor	AAWDT	QV
Dunnel Ct	From:		Malvern Ave	_	000/	10/	10/	00/	00/	00/	_	0.001		0.50	00000	
33 250 Broad St	City of Richmond	0.97		F	98%	1%	1% ——	0%	0%	0%	F	0.091		0.56	30000	F
Broad St	City of Richmond		Sheppard St 23000	F	98%	1%	1%	0%	0%	0%	F	0.093		0.523	26000	F
33 (250) Broad St	only of riterimona				30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.033		0.525	20000	'
33) (250) Broad St	City of Richmond	0.94	9 Terminal Place 25000	G G	98%	1%	1%	0%	0%	0%	F	0.093		0.523	28000	G
33) (230) 2.000 3.	To To		3 P, Harrison S			. , ,		0 70	0,70	0,70	-	0.000		0.020		
33 250 Broad St	City of Richmond	0.08			98%	1%	1%	0%	0%	0%	F	0.083		0.569	29000	F
30) (230)	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	36000	F	98%	1%	1%	0%	1%	0%	F	NA			40000	F
	To	US	250 Broad St													
33 Hancock Rd	City of Richmond	0.23		F	98%	1%	1%	0%	0%	0%	F	0.087		0.785	790	F
~	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	4500	F	97%	1%	1%	1%	1%	0%	F	0.076	F	0.579	4900	F
	To:		Leigh St													
Lainh Ch	From:		33 Hancock St		000/	10/	10/	00/	00/	00/	_	0.005		0.500	10000	_
33) Leigh St	City of Richmond	0.27		F	98%	1%	1% ——	0%	0%	0%	F	0.095		0.506	13000	F
L sigh Ct	City of Dialogound		1 Belvidere St		98%	1%	10/	00/	00/	00/	С	0.109		0.710	10000	F
33) Leigh St	City of Richmond	1.60			90%	170	1%	0%	0%	0%	C	0.109		0.712	12000	Г
33 Mosby St	City of Richmond	Martin Lu 0.30	uther King Jr B		98%	1%	1%	0%	0%	0%	F	0.114		0.674	10000	F
33 Mosby St	To:		airmont Ave		90 /0	1 /0	1 /0	0 /6	0 /0	0 /6	•	0.114		0.074	10000	'
	From:		Mosby St													
Fairmont Ave	City of Richmond	0.43	6600	F	99%	1%	0%	0%	0%	0%	С	0.095		0.583	7100	F
<u> </u>	To: From:		25th St													
33) Nine Mile Rd	City of Richmond	0.90		F	98%	2%	0%	0%	0%	0%	С	0.095		0.602	9600	F
	Erony.	EC	CL Richmond													
33 Harrison St	City of Richmond	0.24	3800	F	97%	1%	1%	1%	1%	0%	С	0.077		0.548	4100	F
Harrison St	Combined Traffic Estimates for 2 Parallel Roadw			F	97%	1%	1%	1%	1%	0%	F	0.076		0.579	4900	F
	To:	,	Leigh St													
l sigh St	City of Richmond	0.07	Harrison St 10000	F	97%	1%	1%	1%	1%	0%	F	0.098		0.540	11000	F
Leigh St	Combined Traffic Estimates for Parallel Roadw		NA	г	9/%	170	170	170	170	0%	Г	0.098 NA		0.540	NA	Г
	To	•	Hancock St									INA			IVA	
	From:	SR 150 Chippenh	nam Pkwy; WC	CL Ric	hmond											
Midlothian Tpke	City of Richmond			G	99%	0%	0%	0%	1%	0%	F	0.088		0.538	54000	(
~		C	Carnation St				$\neg$ $\vdash$									
60 Midlothian Tpke	City of Richmond	1.78		F	98%	1%	1%	0%	0%	0%	С	0.088		0.594	28000	F
~	_ Too	SR	161 Belt Blvd				$\neg$ $\vdash$									
60 Midlothian Tpke	City of Richmond	0.62		F	98%	1%	1%	0%	0%	0%	F	0.091		0.581	20000	F
~	Tα:	F	Roanoke St													

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

5 .					_		Tru	ck			K	Dir		- 0.
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
~~ <u>-</u>	From:		dlothian Tpke							_				
60 Roanoke St	City of Richmon		8500 F	98%	1%	0%	0%	0%	0%	С	0.092	0.574	9200	F
~	To: From:		orest Hill Ave											
60 Forest Hill Ave	City of Richmor		Roanoke St <b>24000 F</b>	98%	1%	0%	0%	0%	0%	F	0.093	0.616	26000	F
60 Forest Hill Ave	City of Alcillion		Semmes Ave	90 /6	1 /0	0 /0	0 /6	0 /6	0 /6	'	0.093	0.010	20000	'
	From:		orest Hill Ave			-								
60 Semmes Ave	City of Richmor		20000 F	98%	1%	0%	0%	0%	0%	С	0.097	0.645	22000	
00)							• / •	• , •	-,-	_				
~~	Prom:		301 Cowardin Av		40/		00/	00/	00/	_	0.445	0.000	40000	
Semmes Ave	City of Richmor		12000 F	98%	1%	0%	0%	0%	0%	F	0.115	0.686	13000	ı
~	10: From:		nchester Bridge											
Manchester Bridge	City of Richmor		21000 G	98%	1%	0%	0%	0%	0%	F	0.121	0.601	22000	(
Manchester Bridge	To:	0.43	9th St	30 /6	1 /0	078	0 /6	0 /6	0 /6	'	0.121	0.001	22000	,
	From:	Mar	nchester Bridge			-								
9th St	City of Richmor		6300 F	98%	1%	0%	0%	0%	0%	F	0.168		6800	
50)	Combined Traffic Estimates for 2 Parallel Ro			98%	1%	0%	0%	0%	0%	F	0.114	F 0.641	16000	
	Tax	•	R 147 Cary St	0070	1 /0		0 /0	0 70	0 70	•	0.114	1 0.041	10000	
	From:		R 147; 9th St											
GO Cary St	City of Richmor		4700 F	98%	1%	0%	0%	0%	0%	F	0.08		5100	
00)	Combined Traffic Estimates for 2 Parallel Ro			98%	1%	0%	0%	0%	0%	F	NA		15000	
	Tax		360 14th Street	0070	1 /0	7	0 /0	0 70	0 /0	•	1471		10000	
	From:		S 360 14th St											
360 (360) 14th St	City of Richmor		14000 N	97%	2%	1%	0%	0%	0%	Ν	0.094	0.509	15000	
0000	Tα		0/MAIN STREET											
	From:		14th St											
360 Main St	City of Richmor	nd 0.30	18000 F	97%	2%	1%	0%	0%	0%	F	0.102	0.748	20000	- 1
	To:		RT 360											
~~	From:		S 360, 18th St											
Main St	City of Richmon	nd 0.18	17000 F	98%	1%	0%	0%	0%	0%	F	0.112	0.83	18000	
~	To		21st St											
60 Main St	City of Richmor	ond 0.25	18000 F	98%	1%	0%	0%	0%	0%	F	0.093	0.748	19000	
50)								• , •	-,-	-				
~	To: From:		25th St							_				
60 $5$ Main St	City of Richmor		15000 F	100%	0%	0%	0%	0%	0%	F	0.101	0.674	18000	ı
<del>~                                    </del>	10: From:	Wil	lliamsburg Ave			_								
Milliamahura Ava	City of Richmor	ond 0.46	Main St <b>G</b>	97%	1%	1%	1%	0%	0%	F	0.087	0.602	12000	(
Williamsburg Ave	City of Alchinor			9770	1 70	1 70	1 70	076	0%	Г	0.067	0.602	12000	•
-	From:		liamsburg Ave			-								
Stoney Run Dr	L_ City of Richmor		1900 G	97%	1%	1%	1%	0%	0%	F	0.106	0.579	2000	(
Stoney Run Dr	Troil		overnment Rd	J1 /0	1 /0	1 /0	1 /0	U /0	0 /0	'	0.100	0.513	2000	,
	From:		toney Run Dr											
60 Government Rd	City of Richmor		5700 F	97%	1%	1%	1%	0%	0%	F	0.091	0.591	6200	F
00) ===================================	Tα		Iliamsburg Rd	0.,0	. , ,	~~~	. , .	0,0	0,0	•	3.001	0.001	0_00	•

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~ William shares Dal	From:		overnment R		070/	00/	10/	40/	40/	00/	_	0.007		0.550	44000	F
60 Williamsburg Rd	City of Richm		CL Richmon	F	97%	0%	1%	1%	1%	0%	F	0.087		0.558	11000	- 1
	From:															
60 8th St	City of Richm		nchester Bri	age <b>F</b>	98%	1%	0%	0%	0%	0%	F	0.148			8900	
60 8th St	Combined Traffic Estimates for 2 Parallel			F	98%	1%	0%	0%	0%	0%	F	0.114	F	0.641	16000	
	- I	riodawaya ari iriia riodic.		•	<del></del>	1 /0		0 70	0 /0	070	•	0.114	•	0.041	10000	
60 8th St	City of Richm	nond 0.15	Canal St <b>7800</b>	F	98%	1%	0%	0%	0%	0%	F	0.126			8800	
60 8th St	Combined Traffic Estimates for 2 Parallel			F	98%	1%	0%	0%	0%	0%	F	0.120 NA			16000	
	To:	Hoadways on this Houte.	Main St		30 /6	1 /0	0 /0	0 /6	0 /6	0 /6	'	INA			10000	
	From:		8th St													
Main St	City of Richm	nond 0.37	8400	F	98%	1%	0%	0%	0%	0%	F	0.102		0.649	9500	
\$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	F	98%	1%	0%	0%	0%	0%	F	NA			15000	
	To:		14th St													
ast	From:		rico County													
East 64	City of Richmond (	,	70000	Α	97%	0%	0%	1%	1%	0%	F	0.106			78000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	97%	0%	0%	1%	1%	0%	F	0.104	Α	0.569	161000	
ast	10: From:	Ran	I-95; I-195 np to I-195 S	outh												
64) I-64 E Ramp	City of Richmond (		47000	G	97%	0%	0%	1%	1%	0%	F	0.088			53000	
'	Combined Traffic Estimates for 2 Parallel	*	100000	G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.591	112000	
	Tac		p To I-195 N													
ast	From:		•								_					
64 I-64 E Ramp	City of Richmond (	,	35000	G	97%	0%	0%	1%	1%	0%	F	0.088			40000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	97%	0%	0%	1%	1%	0%	F	NA			86000	
ast	To: From:	Ramp	From I-195	North												
64) I-64 E Ramp	City of Richmond (	Maint: 43) 0.20	38000	G	97%	0%	0%	1%	1%	0%	F	0.087			42000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	78000	G	97%	0%	0%	1%	1%	0%	F	0.088	F	0.524	88000	
	To:	•	I-95 South													
East South	From:	M :	I-95; I-195		000/	40/		40/	<b>5</b> 0/	00/	_	0.007			00000	
64) (95)	City of Richmond (	,	79000	Α	93%	1%	1%	1%	5%	0%	F _	0.087			82000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	154000	Α	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.52	162000	
ast South	To: From:	SR	161 Boulev	ard												
34) (95)	City of Richmond (	Maint: 43) 2.19	75000	Α	93%	1%	1%	1%	5%	0%	С	0.086			79000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	146000	Α	93%	1%	1%	1%	5%	0%	С	0.084	Α	0.519	153000	
	To	-	gh St, Gilme	r St												
ast South	From:				000/	40/	40/	40/	F0/	00/	_	0.000			00000	
64 95	City of Richmond (		65000	A	93%	1%	1%	1%	5%	0%	-	0.086		0.510	68000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	127000	Α	93%	1%	1%	1%	5%	0%	F	0.085	Α	0.510	132000	

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

			OI MICHIII					Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East South	From:	US 1,	US 301 Belv	idere St												
(64) (95)	City of Richmond (	(Maint: 43) 0.25	76000	F	93%	1%	1%	1%	5%	0%	F	0.086			81000	F
$\cup$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	147000	F	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.519	155000	F
	To:	I-95	East Intercl	nange												
East	From		I-95 S													
64 I-64 E Ramp	City of Richmond (	(Maint: 43) 0.15	NA									NA			NA	
East	To: From:	I	Ramp to 3rd	St												
(64) I-64 E Ramp	City of Richmond (	(Maint: 43) 0.38	22000	G	93%	1%	1%	1%	5%	0%	F	0.101			23000	G
64)	Combined Traffic Estimates for 2 Parallel	,		G	00,0	. , 0	. , 0	. , •	0,0	0 / 0	•	NA				<u>.</u>
	To:		amp from I-9									1471			1471	
East	From	I-95	East Intercl													
East (64)	City of Richmond (		47000	Α	96%	1%	1%	1%	2%	0%	F	0.106			51000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	Α	96%	1%	1%	1%	2%	0%	F	0.088	Α	0.604	101000	Α
	To	US 360	Mechanicsy	ille Tnke												
East 64	From										_					_
64)	City of Richmond (	,	37000	G	96%	1%	1%	1%	2%	0%	F	0.109				G
$\smile$	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	1%	2%	0%	F	0.091	Α	0.566	80000	G
First	To:		ECL Richm													
East 64	City of Richmond (		WCL Richm 37000	ond <b>G</b>	96%	1%	1%	1%	2%	0%	E	0.109			30000	G
64	Combined Traffic Estimates for 2 Parallel	'		G	96%	1%	1%	1%	2%	0%		0.103	Α	0 566		G
	Combined Trainic Estimates for 2 Paramet		ECL Richmo		90%	I 70	170	170	270	0%	Г	0.091	А	0.566	80000	G
	From	1		iid												
East (64) Exit 186 Ramp I-64 E to	I-195 S City of Richmond (	(Maint: 43) 0.16	I-64 East 26000	G								0.12			26000	G
64 Exit 186 Ramp I-64 E to	1-195 5 City of Alchinoria (	(Mairit. 43) 0.16	20000	G								0.12			20000	G
East	Tor From:	Ram	to Laburnu	m Ave												
64 Exit 186 Ramp I-64 E to	I-195 S City of Richmond (	(Maint: 43) 0.08	21000	G								0.126			21000	G
	To		I-195 South	1												
East	From	I-6-	4 East Exit 1	86A												
Ramp	City of Richmond (		4600	G								0.097			4600	G
04)	To		555 Laburni													
East	From		I-64 East				i									
East (64) Ramp	City of Richmond (	(Maint: 43) 0.14	11000	G								0.157			11000	G
04)	To:		I-195 North									J		81000 0.519 155000  NA  23000 NA  51000 0.604 101000  0.566 80000  0.566 80000  26000	~	
East	From	1 4	East Collect													
East 64 Ramp	City of Richmond (		2300	or Ra								0.087			2300	G
64) 1 (41)	To		V, Mechanic		ke.							5.007			2000	G
	P		,	5, mc 1p	nc .											
East Collector Road	City of Richmond (	(Maint: 43) 0.10	I-64 East 15000	G								0.109			15000	G
64 Collector Road	City of nicilliona (	`			Voct							0.108			13000	G
-	10	I-64 East E	xit 192A to l	JS 300 V	vest											

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Hen	rico County	Line												
64)	City of Richmond (	(Maint: 43) 0.09	74000	Α	97%	0%	0%	1%	1%	0%	F	0.115			83000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	97%	0%	0%	1%	1%	0%	F	0.104	Α	0.569	161000	Α
last	To: From:	Domin	,	Mouth												
	City of Richmond (				97%	0%	0%	1%	1%	0%	F	0.101			59000	G
04)	,	,									F		F	0.591	112000	G
	To	,						.,.	.,.		-					
	From:															
64 W Ramp	,	,									F					G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	97%	0%	0%	1%	1%	0%	F	NA			86000	G
'est	To: From:	Ramp From	sR 197 Lat	ournum	Ave											
	City of Richmond (	(Maint: 43) 0.04	37000	G	97%	0%	0%	1%	1%	0%	F	0.096			41000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	G	97%	0%	0%	1%	1%	0%	F	NA			81000	C
	To	Ram	n To I-195 S	South												
	From:				070/	00/		10/	10/	00/	_	0.007			45000	,
1-64 W Ramp	,	'									F		_	0.504		(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	97%	0%	0%	1%	1%	0%	г	0.088	г	0.524	88000	(
Mode   Surface   Surface																
	City of Richmond (	(Maint: 43) 0.78	76000	Α	93%	1%	1%	1%	5%	0%	F	0.089			79000	1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	154000	Α	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.52	162000	A
	To	SR	161 Boulev	ard			<u> </u>									
	City of Richmond	Maint: 43) 1 97	71000	Λ	93%	1%	1%	1%	5%	0%	C	0.084			74000	A
04) (95)	,	'									_		Δ	0 519		ļ
	Combined Traine Estimates for 2 Taraner					1 /0		170	0 70	0 70	Ü	0.004	,,	0.010	100000	,
	From:		JS 301 Belvi	idere St												
64) (95)		'		Α	93%	1%	1%	1%		0%	F	0.087			64000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	127000	Α	93%	1%	1%	1%	5%	0%	F	0.085	Α	0.510	132000	F
lest North	To: From:	Ch	amberlayne A	Ave												
	City of Richmond (	(Maint: 43) 0.30	71000	F	93%	1%	1%	1%	5%	0%	F	0.084			74000	F
34) (93)	,	'		F							F		Α	0.519	155000	F
	To:															
	From:		I-95 N													
1-64 W Ramp	,	,														
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
/est	Too: From:	Ra	mp From 4th	St												
	City of Richmond (	(Maint: 43) 0.03	NA									NA			NA	
	•	,	NA									NA			NA	
	To:		p to I-95 S; 5	5th St												

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

			.,					Tru				1/		D:-		
Route	Jurisdictio	on Leng	th <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From		95 East Interc	change												
64)	City of Richmond	(Maint: 43) 1.44	47000	Α	96%	1%	1%	1%	2%	0%	F	0.102			50000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>94000</b>	Α	96%	1%	1%	1%	2%	0%	F	0.088	Α	0.604	101000	Α
	To	): :	MECL Richn	nond												
West	From		MWCL Richr													
64)	City of Richmond	(Maint: 43) 0.24	39000	Α	96%	1%	1%	1%	2%	0%	F	0.107			41000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>75000</b>	G	96%	1%	1%	1%	2%	0%	F	0.091	Α	0.566	80000	G
	To	0:	ECL Richmo	ond												
West	From	n:	I-64 Wes	t												
(64) Ramp	City of Richmond	(Maint: 43) 0.11		G								0.107			3800	G
64)	To To	): 	I-195 Sout									01.07			0000	٥.
West	O'the of D'element	(NA-i	I-64 Wes									0.400			07000	_
64 Ramp	City of Richmond	(Maint: 43) 0.26										0.102			27000	G
W+	From	127-45 DUVA	5th Street		S COLUTI	,										
West Ramp	City of Richmond				93 SOUTH							0.095			19000	В
64 Ramp	City of Alchinoria	(Maint. 43) 0.23	10000	ь								0.095			19000	Ь
West	To From	127-44-N	001A FROM	7TH ST	REET											
(64) Ramp	City of Richmond	(Maint: 43) 0.09	21000	В								0.103			23000	В
64) Патр	To To	I-95-S FROM			CTDEET							0.100			20000	
		_														
	Prom	SR 150 Chippenh									_					_
(76) Powhite Pkwy	City of Richmond	(Maint: 20) 1.23	84000	F	98%	0%	0%	0%	1%	0%	F	0.106		0.682	95000	F
	To From	n l	Forest Hill Av	enue												
76 Powhite Pkwy	City of Richmond	(Maint: 20) 0.61	94000	F	98%	0%	0%	0%	1%	0%	F	0.107		0.698	106000	F
	To	, n		D.: 4												
76 Powhite Pkwy	City of Richmond		white Pkwy 1 94000	F F	98%	0%	0%	0%	1%	0%	F	0.107		0.698	106000	F
76 Powhite Pkwy	City of Alchinoria	(Maint. 43) 0.00	94000	г	90%	0%	076	0%	1 70	0%	Г	0.107		0.090	100000	F
			SR 146													
(76) Powhite Pkwy	City of Richmond	(Maint: 43) 0.94	67000	G	98%	0%	0%	0%	1%	0%	F	0.108		0.676	75000	G
$\bigcirc$	To	);	I-195													
East	From	SR-00076-E013A	R)/SPLIT OF	RAMP	FROM RT	Г 76										
76 Ramp	City of Richmond											NA			NA	
70	To	'	N012A(B)/F	ROM R	Γ 195											
	From															
Ramp	City of Richmond		3-20 FROM I	K1 95								NA			NA	
95 Ramp	City of Alchimora			G 750								INA			INA	
	10	SR I	61 SR 161- A	Gap TC	)											
	From	1:	I-95 North 7													
95) Ramp	City of Richmond				91%	1%	1%	1%	6%	0%	F	0.127			13000	Α
$\overline{}$	To	DE	27-7561 Mau	ıry St												
North	From	n'	SCL Richmo	ond												
95)	City of Richmond	(Maint: 20) 1.12			91%	1%	1%	1%	6%	0%	F	0.115			52000	Α
	Combined Traffic Estimates for 2 Parallel	,			91%	1%	1%	1%	6%	0%	F	0.089	Α	0.658	104000	Α
	To Take Training Later and	Thousand on this Hout	SR 161 Bells		01/0	1 /0	- 70	1 /0	0 /0	0 /0	'	0.000	/1	0.000	10-1000	$\Lambda$
	<u></u>	ı	or ini Dells	, Nu												

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	Fron:		R 161 Bells		2121					2-1						
95	City of Richmond (I	,	49000	Α	91%	1%	1%	1%	6%	0%	С	0.108			50000	A
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	98000	Α	91%	1%	1%	1%	6%	0%	С	0.089	Α	0.578	101000	Α
North	To: From:		Maury St													
95)	City of Richmond (I	Maint: 20) 0.45	56000	Α	91%	1%	1%	1%	6%	0%	F	0.097			57000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	113000	Α	91%	1%	1%	1%	6%	0%	F	0.085	Α	0.529	117000	Α
lorth	To: From:	Jan	nes River Br	idge												
95)	City of Richmond (I	Maint: 43) 0.40	56000	Α	91%	1%	1%	1%	6%	0%	F	0.097			57000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	113000	Α	91%	1%	1%	1%	6%	0%	F	0.085	Α	0.529	117000	Α
I =	To: From:	SR 195 D	owntown E	xpresswa	ay											
lorth 95	City of Richmond (I	Maint: 43) 0.62	60000	В	91%	1%	1%	1%	6%	0%	F	0.096			62000	В
99)	Combined Traffic Estimates for 2 Parallel	,	131000	В	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.597	136000	В
	To	-	S 250 Broad	St												
lorth	City of Richmond (I		64000	G	91%	1%	1%	1%	6%	0%	F	0.096			67000	G
95	Combined Traffic Estimates for 2 Parallel	,		G	91%	1%	1%	1%	6%	0%	F	0.036	Α	0.597	136000	
	Tallo Estimates for 2 Farancia				0170	1 /0		1 70	0 / 0	0 70	•	0.000	,,	0.007	100000	ŭ
orth East	From:		South Interc													
95 64	City of Richmond (I	,	71000	F	93%	1%	1%	1%	5%	0%	-	0.084		0.540	74000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	147000	F	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.519	155000	F
orth East	To: From:	Cha	amberlayne .	Ave												
95) (64)	City of Richmond (I	Maint: 43) 0.24	62000	Α	93%	1%	1%	1%	5%	0%	F	0.087			64000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	127000	Α	93%	1%	1%	1%	5%	0%	F	0.085	Α	0.510	132000	Α
lorth East	To: From:	US 1, U	JS 301 Belv	idere St												
95) (64)	City of Richmond (I	Maint: 43) 1.97	71000	Α	93%	1%	1%	1%	5%	0%	С	0.084			74000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	146000	Α	93%	1%	1%	1%	5%	0%	С	0.084	Α	0.519	153000	Α
lasth Foot	To Fron:	SR	161 Boulev	ard			<u> </u>									
lorth East 95 64	City of Richmond (I	Maint: 43) 0.78	76000	Α	93%	1%	1%	1%	5%	0%	F	0.089			79000	Α
33) (04)	Combined Traffic Estimates for 2 Parallel	,		Α	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.52	162000	Α
	To	I-64 Nor	th Interchan	ge: I-19:	5											
orth	City of Richmond (I		60000	<u>A</u>	92%	1%	1%	1%	6%	0%	_	0.089			61000	Α
95)	Combined Traffic Estimates for 2 Parallel	,		F	92%	1%	1%	1%	6%	0%	' F	0.069	F	0.517	121000	
	To:		Richmond, S		JL /0	1 /0	1 /0	1 /0	J /0	J /0		<u> </u>		0.517	121000	'
lorth	From:		I-95 North													
95) Ramp	City of Richmond (I	Maint: 20) 0.30	6400	F								0.188			6400	F
$\smile$	Τα:	I-95 So	outh Exit 69A	A Ramp												

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

		Oity	OI MICITIIO	niu .												
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
NI	From:		I-95 North				ZAXI	e 3+Axie	HIIAII	ZIIali		racioi		racioi		
North Ramp	City of Richmond (N		2000	Α								0.192			2400	Α
95 Ramp	To:	,	South Exit 73									0.132			2400	^
				JA												
North	City of Diahmand (M		I-95 North									NIA			NIA	
95 Ramp	City of Richmond (M	viaint: 43) 0.26	NA CD 105									NA			NA	
	100		SR 195													
North	From:		I-95 North													_
95 Ramp	City of Richmond (M	Maint: 43) 0.06	10000	G								0.135			10000	G
Nauth	To: From:	I-95-N074D TO	BROAD ST	VIA 1	TH ST		-									
North (95) Ramp	City of Richmond (M	Maint: 43) 0.14	4300	G								0.184			4300	G
95) Hamp	To:	I-95-S074C I			MIT							0.104			4300	а
North	City of Diaharana (A)	I-95-N074C TO			TH ST							0.115			E000	C
95 Ramp	City of Richmond (M	Maint: 43) 0.15 1US 360-P; 1	5900	G	COT							0.115			5900	G
	10			NABLI	2 51											
North	From:		I-95 North													_
95 Ramp	City of Richmond (M	,	19000	G								0.092			21000	G
	To:	Ran	np to 7th Stre	et												
North	From:		North Exit 75													
95) Ramp	City of Richmond (M	Maint: 43) 0.16	1800	G								0.134			1800	G
$\overline{}$	To:		7th Street													
North	From:		I-95 North													
95 Ramp	City of Richmond (N	Maint: 43) 0.10	12000	G								0.105			12000	G
$\bigcirc$	To:	127-50 C	Chamberlayne	Pkwy												
North	From:		I-95 North													
95) Ramp	City of Richmond (M		4100	G								0.130			4100	G
	To:	· · · · · · · · · · · · · · · · · · ·	603 Hermitage	e Rd												
North	From:		I-95 North													
(95) Ramp	City of Richmond (M		5000	F	99%	0%	1%	0%	0%	0%	F	0.108			5300	F
95) 1 1411115	To:	· · · · · · · · · · · · · · · · · · ·	76 Westbrook		0070	0 / 0	$\stackrel{\cdot \cdot \cdot \cdot \cdot}{}$	0,0	0 70	0 70	•	0.100			0000	•
0	From:						1									
South	City of Richmond (N		CL Richmond 50000	<b>A</b>	91%	1%	1%	1%	7%	0%	F	0.114			52000	Α
95	· · · · · · · · · · · · · · · · · · ·	,									r	-	^	0.050		
	Combined Traffic Estimates for 2 Parallel R	roadways on this Houte:	100000	Α	91%	1%	1%	1%	6%	0%	F	0.089	Α	0.658	104000	Α
South	Tα From:	SR	161 Bells Ro	d												
95)	City of Richmond (M	Maint: 20) 3.86	50000	Α	91%	1%	1%	1%	7%	0%	С	0.107			51000	Α
93)	Combined Traffic Estimates for 2 Parallel R	,		A	91%	1%	1%		6%	0%	C	0.089	Α	0.578	101000	A
	- Combined Trainic Estimates for 2 Faraller	todoways on this Houte.		^	9170	1 /0	1 /0	1 /0	J /0	0 /6	O	0.003	^	0.570	101000	^
South	To: From:		Maury St													
95)	City of Richmond (M	Maint: 20) 0.75	58000	Α	91%	1%	1%	1%	7%	0%	F	0.098			60000	Α
	Combined Traffic Estimates for 2 Parallel R			Α	91%	1%	1%		6%	0%	F	0.085	Α	0.529	117000	Α
	To:	•	Downtown 1		0.70	. 70		. , ,	0,0	0 /0	•	0.000		0.020		
		3K 193	DOWINOWIL	LAPJ												

								т	1 .			1/		D:		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Courth	Fron:	CD 10	95 Downtown	n Every			ZAXIE	3+Axle	TTTAII	21raii		Factor		Factor		
South 95	City of Richmond (I		71000	<u>п Ехру</u> В	91%	1%	1%	1%	7%	0%	F	0.093			75000	В
95)	Combined Traffic Estimates for 2 Parallel	,		В	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.597	136000	В
	- I				0170	1 /0		1 /0	070	0 /0	•	0.000	,,	0.007	100000	5
South	Front		S 250 Broad	St												
95)	City of Richmond (I	Maint: 43) 1.02	66000	В	91%	1%	1%	1%	7%	0%	F	0.093			69000	В
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	131000	G	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.597	136000	G
Courts Foot	To: From:	I-64	South Interc	hange												
South East 64	City of Richmond (I	Maint: 43) 0.25	76000	F	93%	1%	1%	1%	5%	0%	F	0.086			81000	F
(93) (04)	Combined Traffic Estimates for 2 Parallel	,		F	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.519	155000	F
	Tol				0070	. , ,		. , 0	0,0	0,0	•	0.00		0.0.0	.00000	
South East	Fron:		US 301 Belv		2221						_					_
95 64	City of Richmond (I	,	65000	Α	93%	1%	1%	1%	5%	0%	-	0.086		. =	68000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	127000	Α	93%	1%	1%	1%	5%	0%	F	0.085	Α	0.510	132000	Α
South East	To: From:	Le	igh St; Gilme	er St												
95) (64)	City of Richmond (I	Maint: 43) 2.19	75000	Α	93%	1%	1%	1%	5%	0%	С	0.086			79000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	146000	Α	93%	1%	1%	1%	5%	0%	С	0.084	Α	0.519	153000	Α
	To		R 161 Boulev	ard												
South East	From:				000/	10/	10/	10/	F0/	00/	_	0.007			00000	^
95 64	City of Richmond (I	,	79000	A	93%	1%	1%	1%	5%	0%	r	0.087	^	0.50	82000	A
	Combined Traffic Estimates for 2 Parallel			Α	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.52	162000	Α
South	To: From:	I-64 No	rth Interchan	ge, I-195	5											
95)	City of Richmond (I	Maint: 43) 0.82	65000	Α	91%	1%	1%	1%	6%	0%	F	0.096			67000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	125000	Α	92%	1%	1%	1%	6%	0%	F	NA			129000	Α
	To		SR 161				<b>—</b> —									
South	City of Richmond (I	Maint: 43) 0.19	57000	F	91%	1%	1%	1%	6%	0%	_	0.092			59000	_
95	Combined Traffic Estimates for 2 Parallel	,		F	92%	1%	1%	1%	6%	0%	, F	0.092	В	0.507	121000	r F
	To:		NCL Richmon		92 /0	1 /0	1 /0	1 /0	0 /0	0 /6	•	0.005	Ь	0.507	121000	1
South	From:		I-95 South													
(95) Ramp	City of Richmond (I	Maint: 20) 0.31	4800	G								0.116			4800	G
93)	To:		orth Exit 69	-												-
South	From:		I-95 South	•			i									
(95) Ramp	City of Richmond (I	Maint: 20) 0.22	9500	Α	88%	1%	2%	4%	6%	0%	F	0.132			10000	Α
<u> </u>	Τσ:		5 North Exit	73A												
South			I-95 South													
95 I-95 S Exit 74 B	City of Richmond (I	Maint: 43) 0.07	NA				-					NA			NA	
	To:		Franklin St													
South	From:		I-95 South													
95 Ramp	City of Richmond (	Maint: 43) 0.11	3800	G								0.121			3800	G
$\sim$	To:	I-9	5 North Exit	74C												

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

		<u> </u>	or Riching		47'			Tru	ıck			K	014	Dir	A A14/DT	014
Route	Jurisdiction		AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
outh 95) Ramp	From: City of Richmond (Main		I-95 South <b>8600</b>	G								0.094			8600	G
95 Ramp	To Total		R 33 Leigh S									0.094			8000	G
outh	From:		I-95 South													
95) Ramp	City of Richmond (Mair	int: 43) 0.21	9300	G	96%	1%	1%	1%	2%	0%	С	0.114			9300	G
<u> </u>	Tα	SR	161 Bouleva	ırd												
	From:		6 Powhite Pl													
146)	City of Richmond (Main	<u>'</u>	27000	G	99%	0%	0%	0%	0%	0%	F	0.114		0.724	33000	G
	110		Downtown													
outh 46 Ramp	City of Richmond (Mair	SR-00146(L)/RA int: 20) 0.08	MP TO ROS	SEWO	OD AVE							NA			NA	
146) Hamp	To:	IS-00195-S011A(R)/RA		SR 146	/RAMP F	ROM						IVA			INA	
	From		CL Richmon													
147)Huguenot Rd	City of Richmond		35000	N	99%	0%	0%	0%	0%	0%	Ν	0.095		0.588	38000	Ν
	To	SR 150	Chippenhan	n Pkwy												
147)Huguenot Rd	City of Richmond		25000	F	99%	0%	0%	0%	0%	0%	С	0.099		0.581	27000	F
	Тα		CL Richmon													
Divor Dd	From: City of Richmond		CL Richmon		99%	0%	0%	0%	0%	00/	F	0.005		0.547	07000	_
147)River Rd	City of Alcrimonic		25000	F	99%	0%	0%	0%	0%	0%	Г	0.085		0.547	27000	F
Carr. Ct	To: From:		ree Chopt R		000/	00/		00/	00/	00/	F	0.070		0.500	01000	F
Cary St	City of Richmond		20000	F	99%	0%	0%	0%	0%	0%	Г	0.078		0.583	21000	г
O = 11 Ct	To: From:		Libbie Ave		000/	0%		00/	00/	00/		0.070		0.505	10000	
147 Cary St	City of Richmond		15000	F	99%	0%	0%	0%	0%	0%	С	0.079		0.505	16000	F
	Ton From:		estmoreland		000/	00/		00/	00/	00/		0.007			10000	_
147 Cary St	City of Richmond		15000	F	99%	0%	0%	0%	0%	0%	F	0.087			16000	F
001	To: From:		Thompson St		000/	00/		00/	00/	00/		0.004			10000	_
147 Cary St	City of Richmono Combined Traffic Estimates for 2 Parallel Roa		9200	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.500	10000	F
	Combined Trainic Estimates for 2 Parallel Roa			F	99%	0%	0%	0%	0%	0%	Г	0.091	Г	0.569	21000	F
Conv St	City of Richmond		161 Bouleva	rd <b>F</b>	99%	0%	0%	0%	0%	0%	F	0.087			11000	F
147 Cary St	Combined Traffic Estimates for 2 Parallel Roa			F	99%	0%	0%	0%	0%	0%	, E	0.007	F	0.761	23000	F
	Tame Estimates for 21 drainer floa				33 76	0 70	<u> </u>	0 70	0 /0	0 78	'	0.054	•	0.701	20000	
147)Cary St	City of Richmond		JS 301 Belvi <b>7000</b>	dere St	99%	0%	0%	0%	0%	0%	F	0.141			7600	F
14/ Joany St	Combined Traffic Estimates for 2 Parallel Roa			F	99%	0%	0%	0%	0%	0%	F	0.141	F	0.692	18000	F
	To To	•	JS 60, 9th St		JJ /0	0 /0		0 /0	0 /0	0 /0	'	0.002	'	0.002	10000	
	Franc		R 147 Cary S				i									
147)Ramp	City of Richmond (Mair		4700	G								0.184			4700	G
	To	,	I-195 South													

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

Route   Jurisdiction   Length   AADT   Cary St   City of Richmond   O.07   14000   F   99%   0%   1%   0%   0%   0%   0%   0%   0																
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle 3	+Axle 1	Trail 2	2Trail	QC		QK		AAWDT	QW
	From:				000/	00/	10/	00/	201	00/	_			0.750	45000	-
147 Thompson St	-										F _			0.759		-
	Combined Traffic Estimates for 2 Parallel				99%	0%	0%	0% (	)%	0%	F	NA			25000	F
	From:															
(147)Ellwood Ave	City of Richn				99%	0%	1%	0% (	)%	0%	F	0.098			11000	F
131	-		19000								F	0.091	F	0.569	21000	F
	To:	SR	161 Boulev	ard												
(147)Main St	City of Richn	nond 1.56	11000	F	99%	0%	1%	0% (	)%	0%	С	0.108			12000	F
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	F	99%	0%	0%	0% 0	)%	0%	F	0.094	F	0.760	23000	F
	To	US 1 I	IS 301 Belvi	idere St												
(147) Main St	City of Richn				99%	0%	1%	0%	)%	0%	F	0.117			10000	F
177						0%		0% (	)%	0%	F		F	0.692	18000	F
	To:			St												
	From:	N	CL Richmor	nd												
150 Willey Bridge	City of Richn				98%	0%	1%	0% 1	%	0%	F	0.100		0.567	44000	F
	To	SR 1	47 Hugueno	ot Rd												
(150) Chippenham Pkwy	City of Richn				98%	0%	1%	0% 1	%	0%	F	0.107		0.516	46000	F
$\overline{}$	To:	F	orest Hill Av	ve			<u> </u>									
(150) Chippenham Pkwy	City of Richn	nond 0.46	52000	F	98%	0%	1%	0% 1	%	0%	F	0.104		0.531	56000	F
$\bigcirc$	To:	Е	CL Richmon	nd												
	From:		I-95													
(161)Commerce Rd	City of Richn	nond 0.21	22000	F	87%	1%	2%	2% 8	3%	0%	F	0.082		0.651	24000	F
$\bigcirc$	To:		Bells Rd													
Dalla Dal	From:		Commerce R		070/	40/	00/	00/	20/	00/	_	0.004		0.540	10000	_
161 Bells Rd	City of Richn	nond 1.17	9400	F	87%	1%	2%	2% 8	3%	0%	С	0.094		0.519	10000	F
	To:	US 1, US 3														
161 Bells Rd	City of Richn	nond 0.49	11000	F	92%	1%	2%	2%	<b>!</b> %	0%	С	0.093		0.516	12000	F
	From:		Belt Blvd Bells Rd													
161 Belt Blvd	City of Richn	nond 0.84	5300	F	92%	1%	2%	2%	l%	0%	F	0.096		0.557	5700	F
	To:		Terminal Ave	e												
161 Belt Blvd	City of Richn		6900	F	92%	1%	2%	2%	l%	0%	F	0.090		0.521	7500	F
(101)	To:		W; Broad Re	ock Rd												
	From:	SR 10	0 Broad Roc	k Rd												
$\binom{161}{10}$ Broad Rock Blvd	City of Richn	nond 0.43	16000	F	98%	1%	1%	0% (	)%	0%	F	0.097		0.517	17000	F
$\overline{}$	To:		N RT 10	1.0.												
Rolt Blvd	City of Richn		E, Broad Ro	ock Rd F	97%	2%	1%	0% (	)%	0%	С	0.093		0.605	14000	F
161 Belt Blvd	City of Richn		13000		3170	<b>4</b> %	1 70	U-70 (	/0	U 7/0	U	0.093		0.005	14000	Г
	To: From:		S 360 Hull S													
161 Belt Blvd	City of Richn		19000	F	97%	2%	1%	0% (	)%	0%	F	0.091		0.565	21000	F
$\overline{}$	To:	US 60	) Midlothian	Tpke												

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

						Truck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+A			QC	Factor	QK Factor	AAWDT	QV
161)Westover Hills Blvd	City of Richmond	US 60 Midlothian Tpke 0.92 <b>18000 F</b>	97%	2%	1% 0%	6 0%	0%	С	0.088	0.539	19000	F
161 Westover Hills Blvd	City of Alcrimond		9770	270	1% 0%	0 070	076	C	0.000	0.559	19000	Г
161)Westover Hills Blvd	City of Richmond	Forest Hill Ave 0.40 11000 F	97%	2%	1% 0%	6 0%	0%	F	0.102	0.613	12000	F
181) *** Sector of *** 2.110	To-	Evelyn Byrd Rd	0.70			0 0,0	0,0	•	002	0.0.0		
161)Westover Hills Blvd	City of Richmond	0.21 <b>11000 F</b>	100%	0%	0% 0%	6 0%	0%	F	0.100	0.613	12000	F
	To	South End of Bridge			<u> </u>							
161)Nickel Bridge	City of Richmond (Maint: TOL)	0.38 <b>11000</b> F	100%	0%	0% 0%	6 0%	0%	F	0.100	0.613	12000	F
	T <sub>cc</sub> . From:	North End of Bridge										
161)Park Dr	City of Richmond	0.31 <b>11000 F</b>	100%	0%	0% 0%	6 0%	0%	F	0.100	0.613	12000	F
	To: From:	Shirley Lane										
161 Park Dr	City of Richmond	0.43 <b>10000 F</b>	100%	0%	0% 0%	6 0%	0%	С	0.101	0.604	11000	F
	To:	Rugby Rd	222/	00/			00/		2 222		11000	
161 Blanton Ave	City of Richmond	0.22 <b>9700 F</b>	99%	0%	0% 0%	6 0%	0%	С	0.096	0.602	11000	F
Baulauand	City of Pielers and	Grant St 0.38 <b>9900 F</b>	000/	00/	00/ 00	/ 00/	00/		0.000	0.550	11000	F
161 Boulevard	City of Richmond		99%	0%	0% 0% ——	6 0%	0%	С	0.099	0.552	11000	Г
161)Boulevard	City of Richmond	SR 147 Cary St 0.84 <b>16000 F</b>	99%	0%	0% 0%	6 0%	0%	F	0.111	0.560	17000	F
161) Bodievard	Oity of Titelimona			0 70	——————————————————————————————————————	0 070	0 78		0.111	0.500	17000	
161)Boulevard	City of Richmond	US 33; US 250 Broad St 1.05 <b>22000 F</b>	98%	1%	1% 0%	6 1%	0%	С	0.088	0.542	24000	F
101)	To	I-95										
161 Boulevard	City of Richmond	0.12 <b>14000</b> F	95%	1%	1% 1%	6 2%	0%	F	0.095	0.510	15000	F
	Too	Westwood Ave										
161)Hermitage Rd	City of Richmond	1.23 <b>8400 F</b>	98%	1%	0% 0%	6 0%	0%	С	0.131	0.734	9100	F
$\smile$	To- From:	I-95										
161)Hermitage Rd	City of Richmond	0.24 <b>19000 G</b>	99%	0%	1% 0%	6 0%	0%	F	0.1	0.556	20000	G
<u> </u>	To:	NCL Richmond										
161)Ramp	City of Richmond (Maint: 20)	SR 161 Commerce Rd 0.19 <b>5000</b> A							0.16		6100	Α
161 /namp	To:	I-95 South							0.10		0100	^
	From:	SR 161- A JB-20 FROM RT	161									
161)Ramp	City of Richmond (Maint: 20)	0.50 <b>12000 F</b>							0.102	0.759	12000	F
<u> </u>	To:	I-95-N FR BELLS ROAI	)									
	Prom:	SR 161 Boulevard							0.400		11000	
161 Ramp	City of Richmond (Maint: 43)	0.15 <b>11000 G</b> I-95 North			$\neg$				0.106		11000	G
	From:	SR 161 Hermitage Rd			L							
161)Ramp	City of Richmond (Maint: 43)	0.11 <b>6900 G</b>							0.124		6900	G
	To:	I-95 South										

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

						_		Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:		Downtown													
195)	City of Richmond (	'	11000	Α	98%	0%	0%	0%	1%	0%	F	0.232			14000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	Α	98%	0%	0%	0%	1%	0%	F	0.167	Α	0.747	29000	Α
lorth	Too: From:	SR '	76 Powhite I	Pkwy												
195)	City of Richmond (	(Maint: 43) 0.79	37000	Α	98%	0%	0%	0%	1%	0%	С	0.151			42000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000	Α	98%	0%	0%	0%	1%	0%	С	0.133	Α	0.592	87000	Α
L. II.	To:	N	Monument A	ve												
lorth	City of Richmond (	(Maint: 43) 0.41	42000	G	98%	0%	0%	0%	1%	0%	F	0.124			49000	G
193)	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	0%	0%	1%	0%	F	0.108	F	0.743	93000	G
	Tor	IIS 33	3, US 250 Bi	road St												
orth	City of Richmond (		39000	A	98%	0%	0%	0%	1%	0%	_	0.134			44000	А
95)	Combined Traffic Estimates for 2 Parallel	,		A	98%	0%	0%	0%	1%	0%	· -	0.134	Α	0.573	85000	A
	Combined Trainic Estimates for 21 araner	Tioadways off this floute.			30 /6	0 76	U /8	0 /6	1 /0	0 /6	'	0.121	^	0.575	03000	
orth	From:		Hamilton S													
95)	City of Richmond (	'	42000	G	98%	0%	0%	0%	1%	0%	F	0.118			49000	G
	Combined Traffic Estimates for 2 Parallel			G								0.087	F	0.512	NA	
orth	To:		CL Richmo													
95)	City of Richmond (		42000	G	98%	0%	0%	0%	1%	0%	F	0.118			49000	G
100)	Combined Traffic Estimates for 2 Parallel	'	79000	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.512	90000	G
	To	SR 1	97 Laburnui	n Ave												
orth	City of Richmond (		39000	F	98%	0%	0%	0%	1%	0%	_	0.127			43000	_
195	Combined Traffic Estimates for 2 Parallel			F	98%	0%	0%	0%	1%	0%	, F	0.127	Α	0.513	87000	, F
	To:	Tioddways off tins floate.	I-64; I-95		30 70	0 70		0 70	1 /0	0 70		0.113		0.510	07000	
orth	From:		mp to I-64 V													
195 I-195 N Ramp	City of Richmond (		18000	G	98%	0%	0%	0%	1%	0%	F	0.103	_		21000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	G	98%	0%	0%	0%	1%	0%	F	0.102	F		45000	G
orth	Too: From:	Ramp to	I-64 East, I	-95 Soutl	1											
195)I-195 N Ramp	City of Richmond (	(Maint: 43) 0.16	16000	G	98%	0%	0%	0%	1%	0%	F	0.108			18000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	G	98%	0%	0%	0%	1%	0%	F	0.104	F	0.500	38000	G
	To:		p From I-64													
orth 95)I-195 N Ramp	City of Richmond (		mp From I-6 <b>26000</b>	64 E <b>A</b>	98%	0%	0%	0%	1%	0%	F	0.096			28000	Α
190 14 141111111111111111111111111111111	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	0%	0%	1%	0%	F	0.033	В	0.520	60000	G
	To:	Tiodawayo on this riodic.	I-95 N		30 /3	0 /0			1 /0			J.000		5.020		
lorth	From:		I-195 North	1												
Ramp	City of Richmond (	(Maint: 43) 0.27	3900	Α								0.164			4400	Α
$\sim$	To:	SR 7	6 North Exi	t 13B												

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
North	From:	SD 76	6 North Exit	13B			2AxIe	e 3+Axle	1 I rail	21rail		Factor		Factor		
195)Ramp	City of Richmond (N		3200	G								0.128			3200	G
1999	To:	,	Thompson St													
orth	From:		I-195 North													
195 Ramp	City of Richmond (N	Maint: 43) 0.11	7900	G								0.133			7900	G
<u> </u>	To:	Т	Thompson St													
lorth	From:		I-195 North													
95 Ramp	City of Richmond (N	Maint: 43) 0.11	5400	G								0.177			5400	(
	10.		Clay St													
orth 95)Ramp	From L City of Richmond (N	I-195-N TO I Maint: 43) 0.10	1900 <b>3900</b>	<u>I AVEI</u> G	NUE							0.125			3900	(
95 hallip	City of Alchinoria (N		ROM RT 19:		TH		$\neg$					0.123			3900	,
orth	From:		I-195 North	JIVOK	111		<u>_</u> _									
95)Ramp	City of Richmond (N		23000	G								0.124			23000	(
93) "	To:	,	I-64 West	-												
orth	From:		I-195 North													
95)Ramp	City of Richmond (N	Maint: 43) 0.13	2500	G								0.092			2500	(
<u> </u>	То:		I-64 East													
outh	From:		Downtown I													
95)	City of Richmond (N	,	13000	Α	98%	0%	1%		1%	0%	F	0.221			16000	,
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	24000	Α	98%	0%	0%	0%	1%	0%	F	0.167	Α	0.747	29000	-
uth	To: From:	SR 7	6 Powhite Pk	cwy												
95)	City of Richmond (N	Maint: 43) 0.22	39000	Α	98%	0%	1%	0%	1%	0%	С	0.151			45000	,
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	76000	Α	98%	0%	0%	0%	1%	0%	С	0.133	Α	0.592	87000	
	To		Grove Ave													
outh	City of Richmond (N		39000	G	98%	0%	1%	0%	1%	0%	F	0.121			45000	(
95	Combined Traffic Estimates for 2 Parallel F			G	98%	0%	0%		1%	0%		0.121	F	0.743	93000	(
	Combined Trainic Estimates for 2 Faraner F	<u> </u>			90 /6	0 /0	0 /0	0 /6	1 /0	0 /6		0.100	•	0.743	93000	,
outh	To: From:	US 33	US 250 Broa	ad St												
95)	City of Richmond (N	,	36000	Α	98%	0%	1%		1%	0%	F	0.131			41000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	75000	Α	98%	0%	0%	0%	1%	0%	F	0.121	Α	0.573	85000	1
with	To: From:	No	CL Richmond	i			$\Box$									
outh 95)	City of Richmond (N	Maint: 43) 0.37	36000	Α	98%	0%	1%	0%	1%	0%	F	0.131			41000	
33)	Combined Traffic Estimates for 2 Parallel F	,		G	98%	0%	0%		1%	0%	F	0.121	Α	0.573	90000	(
	Τα	<u> </u>	CL Richmond													
outh	From:				000/	00/			10/	00/		0.40:			44000	
															41000	
95	City of Richmond (N Combined Traffic Estimates for 2 Parallel F		36000	A G	98% 98%	0% 0%	1% 0%		1% 1%	0% 0%	F	0.131 0.121	Α	0.573	41000 90000	(

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									Tru	ck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From		SR 19	7 Laburnur	n Ave												
195)	City of Richmond	(Maint: 43)	0.24	40000	F	98%	0%	1%	0%	1%	0%	F	0.131			44000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	79000	F	98%	0%	0%	0%	1%	0%	F	0.121	Α	0.573	87000	F
	To	c		I-64; I-95													
South	City of Richmond	(Maint: 42)		Prom I-64		98%	0%	1%	09/	10/	00/	_	0.101			24000	G
195 I-195 S Ramp		•	0.16	21000	G				0%	1%	0%	F		_		24000	
	Combined Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	39000	G	98%	0%	0%	0%	1%	0%	F	0.102	F		45000	G
outh	To From		Ramp From	ı I-64 West,	I-95 No	rth											
195)I-195 S Ramp	City of Richmond	(Maint: 43)	0.10	17000	G	98%	0%	1%	0%	1%	0%	F	0.103			20000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	33000	G	98%	0%	0%	0%	1%	0%	F	0.104	F	0.500	38000	C
	To		Ram	np To I-64 V	Vest												
outh	City of Disharasa	(Martinata 40)		•		000/	00/	40/	00/	40/	00/	_	0.404			00000	_
195 I-195 S Ramp	City of Richmond	,	0.43	28000	G	98%	0%	1%	0%	1%	0%	-	0.104	_	0.575	32000	
	Combined Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	<b>54000</b> I-95 South	G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.575	60000	C
								_									
outh	City of Richmond	(Mainte 42)	0.19	I-195 South 4000	Α								0.147			4300	,
Ramp	City of Alcrimona	(Mairit. 43)		osewood A									0.147			4300	,
	Eropy																
outh 195)Ramp	City of Richmond	Maint: 43)	0.11	I-195 South <b>8700</b>	G								0.102			8700	(
195) натр	To	(IVIAITIL 40)		Floyd Ave	G								0.102			0700	
outh	From	4		I-195 South													
South 195) Ramp	City of Richmond	(Maint: 43)	0.12	7700	G								0.112			7700	
193)	To	(11141111111111111111111111111111111111		Hamilton St									···-				
outh	From	:		I-195 South				i									
195)Ramp	City of Richmond	(Maint: 43)	0.19	12000	G								0.110			12000	C
1999	To	. ,		I-64 West													
lorth	From	:		I-95 S													
Downtown Expressway	City of Richmond	(Maint: 43)	1.02	15000	G	99%	0%	0%	0%	0%	0%	F	0.141			18000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	26000	G	99%	0%	0%	0%	0%	0%	F	0.125	F	0.71	30000	C
	To	D.	amp to Canal	Street near	3rd St O	varnace											
North	From	-	•			*						_					
Downtown Expressway	City of Richmond	,	2.10	22000	Α	99%	0%	0%	0%	0%	0%	С	0.239	_		27000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	43000	Α	99%	0%	0%	0%	0%	0%	С	0.16	Α	0.733	52000	F
lorth		:		SR 146				┰									
195 Downtown Expressway	City of Richmond	(Maint: 43)	0.25	15000	G	99%	0%	0%	0%	0%	0%	F	0.164			18000	G
133)	Combined Traffic Estimates for 2 Parallel	,			G	99%	0%	0%	0%	0%	0%	F	0.13	F	0.794	29000	G
																	_ `
<u>North</u>	From			dlewood Av													
<sub>195</sub> Downtown Expressway	City of Richmond	(Maint: 43)	0.02	15000	Α								0.212			18000	P
$\sim$	To	c		I-195-N													

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	on L	_ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
South	Fron			I-95 N		222			221			_					
Downtown Expressway	City of Richmond	,	1.00	11000	G	99%	0%	0%	0%	0%	0%	F	0.111	_		12000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	26000	G	99%	0%	0%	0%	0%	0%	F	0.132	F	0.705	30000	(
outh	T. From	Ramp fr	rom Byrd	Street near	r 3rd St C	Overpass											
Downtown Expressway	City of Richmond	(Maint: 43)	2.15	21000	Α	99%	0%	0%	0%	0%	0%	С	0.236			25000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	43000	Α	99%	0%	0%	0%	0%	0%	С	0.16	Α	0.733	52000	
	To	×		SR 146													
outh 95 Downtown Expressway	City of Richmond	(Maint: 42)	0.24	9000	Α	99%	0%	0%	0%	0%	0%	F	0.29			11000	
95 Downtown Expressway	Combined Traffic Estimates for 2 Parallel	,					0%		0%				0.29	F	0.646		
	Combined Tranic Estimates for 2 Parallel	Hoadways on this r	Houle.	<b>24000</b> I-195 S	G	99%	0%	0%	0%	0%	0%	Г	0.125	Г	0.646	29000	
outh	Fron	11	c	R 195 Sou	th												_
95)Ramp	City of Richmond	(Maint: 43)	0.14	3800	G	97%	0%	1%	1%	1%	0%	С	0.202			3800	
93)	To	):		I-95 South		** /*			.,.	.,,	-,-						
	Fron	1:		Cary Street	t												_
97) Malvern Ave	City of Richr	mond	1.22	6000	F	99%	0%	1%	0%	0%	0%	С	0.105		0.519	6500	
	To	0:		CL Richmo													
NA satura ad Avra	City of Dialy	:		CL Richmo		000/	00/	10/	00/	00/	00/	_	0.400		0.000	15000	
97)Westwood Ave	City of Richr	nona	0.11	14000	G	99%	0%	1%	0%	0%	0%	F	0.102		0.699	15000	
0	To From	n:		aunders Av		000/	00/		00/	00/	00/		0.400		0.700	7000	_
97)Saunders Ave	City of Richr	mona ,	0.42	6700 aburnum A	F	99%	0%	1%	0%	0%	0%	F	0.103		0.722	7300	
	Fron	1:		aunders Av													
97)Laburnum Ave	City of Richr	mond	0.14	17000	F	98%	1%	1%	0%	0%	0%	F	0.118		0.774	17000	
<u> </u>	Te	*	R	losedale Av	/e												_
97)Laburnum Ave	City of Richr	mond	0.35	20000	F	98%	1%	1%	0%	0%	0%	F	0.108		0.629	20000	
<u> </u>	To	Y	Н	Iermitage R	2d												
97)Laburnum Ave	City of Richr	mond	0.62	17000	F	98%	1%	1%	0%	0%	0%	F	0.1		0.573	18000	
<i>91)</i>	т.		1	Brook Road	4												
97) Laburnum Ave	City of Richr	mond	0.22	16000	<u>,</u> F	98%	1%	1%	0%	0%	0%	F	0.099		0.589	17000	
91)=424	To To	x:		mberlayne		0070	. , 0		0 / 0	0,70	0,70	•	0.000		0.000		
	Fron	n:	SR 19	7 Laburnu	m Ave												_
97)Ramp	City of Richmond	(Maint: 43)	0.41	5900	G								0.103			5900	
<u> </u>	То	00		I-64 West													
	Fron	1:	W	CL Richmo	ond												_
Broad St	City of Richr	mond	0.04	28000	F	98%	1%	1%	0%	0%	0%	F	0.094		0.508	31000	
<del>~</del>	Ti	Y Y	US 33	3 Staples M	Iill Rd			$\neg$ $\vdash$									
250 33 Broad St	City of Richr	mond	0.79	26000	В	98%	1%	1%	0%	0%	0%	С	0.115		0.550	29000	
	To	×.	N	Malvern Av	re.												
E <sub>50</sub> (33) Broad St	City of Richr	mond	0.97	27000	F	98%	1%	1%	0%	0%	0%	F	0.091		0.56	30000	
30) (33) = 1244 21	7.c			Sheppard S				TÎ.	- / -			-					

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

Б.:					4			Tru	ck		-00	K	Dir	A AVA/DT	- 014
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Punned Ct	From:		Sheppard St	_	000/	10/	10/	00/	00/	00/	_	0.000	0.500	00000	
250 (33) Broad St	City of Richmo		23000	F	98%	1%	1%	0%	0%	0%	F	0.093	0.523	26000	F
250 ( 33 ) Broad St	To: From: City of Richmo		99 Terminal P <b>25000</b>	lace <b>G</b>	98%	1%	1%	0%	0%	0%	F	0.093	0.523	28000	G
250 (33) Broad St	City of Alcinin				<b>30</b> /0	1 /0	1 /0	0 /6	0 /6	0 /0	'	0.093	0.525	20000	G
250 (33) Broad St	City of Richmo		3 Par Harrison <b>26000</b>	n St <b>F</b>	98%	1%	1%	0%	0%	0%	F	0.083	0.569	29000	F
200 ) ( 00 )	Combined Traffic Estimates for 2 Parallel F			F	98%	1%	1%	0%	1%	0%	F	NA	0.509	40000	, F
`	Tor			-	0070	1 70		070	1 70	0 70	•	1471		40000	•
Broad St	From:L City of Richmo		33 Hancock 5	G	98%	1%	1%	0%	0%	0%	F	0.089	0.618	18000	G
250) 2.000 01	Tr.					. , ,		0,0	0,0	0 / 0	•	0.000	0.0.0	.0000	<b>O</b> .
Broad St	From:L City of Richmo	ond 0.38	2nd St 17000	F	98%	1%	1%	0%	0%	0%	F	0.101	0.678	20000	F
250) 2.000 01	To:			•	0070	. , ,		0,0	0,0	0,70	•	0	0.0.0		
Broad St	From:L City of Richmo	ond 0.38	8th St 17000	F	98%	1%	1%	0%	0%	0%	F	0.093	0.507	19000	F
250)2.000	Tr.			•		. , ,		0,0	0,0	0 / 0	•	0.000	0.007		•
Broad St	From L City of Richmo	ond 0.29	14th St 26000	F	98%	1%	1%	0%	0%	0%	F	0.087	0.823	29000	F
250) 21000 01	Tro				0070	1 70		070	070	070	•	0.007	0.020	20000	•
250 Broad St	From L City of Richmo		S 360 18th St 14000	F	98%	1%	1%	0%	0%	0%	F	0.083	0.525	16000	F
250) 21000 01	To To				0070	1 70		070	070	070	•	0.000	0.020	10000	
Broad St	From:L City of Richmo		JS 60, 21st St <b>8500</b>	F	97%	1%	1%	1%	0%	0%	F	0.096	0.526	9200	F
250) = 10 110 01	To:		23rd St		** /*	.,,					-		****		
	From:	US 250- 166A	A TO ROUTE	E 95 SC	UTH										
Ramp	City of Richmond (N	Maint: 43) 0.22	12000	G								0.098		12000	G
<del>~</del>	To:	I-95-N FROM RO	OUTE 250-BR	ROAD	STREET										
East _	From:		250 E, Broad	St											
Ramp	City of Richmond (N	,	NA VIO 250 VV	D 1	g.							NA		NA	
	10	•	n US 250 W,		St										
Vest 250 Ramp	City of Richmond (N		250 W, Broad <b>NA</b>	St								NA		NA	
250 (Hamp	To:	US 250-E166A U		FROM	A ROUT							INA		INA	
	From:		CL Richmond												
301 1 Jefferson Davis Hwy	y City of Richmo		15000	G	95%	1%	1%	1%	2%	0%	F	0.080	0.568	16000	G
	To:	F	Bellmeade Rd												
301 1 Jefferson Davis Hwy	y City of Richmo		13000	Α	95%	1%	1%	1%	2%	0%	С	0.099	0.557	14000	Α
	To:		Hopkins Rd												
301 1 Jefferson Davis Hwy	y City of Richmo		18000	F	95%	1%	1%	1%	2%	0%	F	0.087	0.516	20000	F
	To:		S 360 Hull St												
301 1 Cowardin Ave	From L City of Richmo		22000	F	95%	1%	1%	1%	2%	0%	F	0.088	0.565	24000	F
301) (1) 3311414111111111111111111111111111111	To:		Semmes Ave	•	00,0	. , ,	Ť	. , •	-,0	0,0	•	3.000	0.000	000	•

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

_				_		Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
~~	From:	Semmes Ave											
301) (1) Lee Bridge	City of Richmond	0.76 <b>32000 F</b>	97%	1%	1%	0%	0%	0%	F	0.097	0.561	37000	F
~~~	To From:	2nd St	070/		<u> </u>								
301 1 Belvidere St	City of Richmond	0.92 <b>27000 F</b>	97%	1%	1%	0%	0%	0%	F	0.093	0.547	31000	F
~~~ R.I.I. O.	To From:	Franklin St	070/	10/		00/	00/	00/	_	0.005	0.545	20000	
301 1 Belvidere St	City of Richmond	0.15 <b>35000 F</b>	97%	1%	1%	0%	0%	0%	F	0.085	0.545	39000	ı
~~~	To From:	US 250 Broad St											
301 1 Belvidere St	City of Richmond	0.40 <b>37000 G</b>	97%	1%	1%	0%	0%	0%	F	0.083	0.611	41000	
~ ~	10: From:	Chamberlayne Ave Belvidere St			-								
301 1 Chamberlayne Ave	City of Richmond	1.02 <b>21000</b> F	97%	1%	1%	0%	0%	0%	С	0.085	0.607	24000	
	To	Edge Hill Rd											
301 1 Chamberlayne Ave	City of Richmond	0.31 <b>20000</b> F	97%	1%	1%	0%	0%	0%	F	0.086	0.604	23000	
301) (1) 0.1			0.70	. , 0		0,0	0,0	0 / 0	•	0.000	0.00		
301 ( 1 Chamberlayne Ave	City of Richmond	Brookland Park Blvd 0.86 <b>16000 F</b>	97%	1%	1%	0%	0%	0%	С	0.093	0.632	18000	
301 1 Chamberlayne Ave	City of Alcrimona		31 /0	1 /0	1 /0	0 /6	0 /0	0 /6	C	0.093	0.032	10000	
	To: From:	Laburnum Ave	000/	10/		201	00/	00/		0.004	0.010	10000	
Onamberlayne Ave	City of Richmond	0.26 <b>14000 F</b>	98%	1%	1%	0%	0%	0%	F	0.094	0.618	16000	
~~~	To: From:	Claremont Ave											
301) (1) Chamberlayne Ave	City of Richmond	0.94 <b>15000 F</b>	98%	1%	1%	0%	0%	0%	С	0.099	0.577	17000	
~ ~	To: From:	Azalea Ave											
301 ( 2 ) Chamberlayne Ave	City of Richmond	0.04 <b>14000 F</b>	97%	1%	1%	0%	1%	0%	F	0.103	0.571	15000	
$\sim$ $\sim$	To:	NCL Richmond											
	From:	Parking Lot; 13th St											
Duvall St	City of Richmond (Maint: 43)	0.38 <b>NA</b>								NA		NA	
<u> </u>	To:	8th Street											
<b>~</b>		SR 150 Chippenham Pkwy; WCL											
Hull Street Rd	City of Richmond	0.61 <b>25000 F</b>	97%	2%	1%	0%	0%	0%	F	0.09	0.587	26000	
~	To: From:	Hey Rd											
Hull Street Rd	City of Richmond	2.18 <b>24000 F</b>	97%	2%	1%	0%	0%	0%	F	0.093	0.626	25000	
~	To	SR 161 Belt Blvd											
Hull St	City of Richmond	0.18 <b>19000 F</b>	97%	2%	1%	0%	0%	0%	F	0.087	0.648	20000	
	Too	McGuire Dr			—								
Hull St	City of Richmond	1.05 <b>17000 F</b>	97%	2%	1%	0%	0%	0%	F	0.084	0.657	18000	
) · · · · · · · · · · · · · · · · · · ·	T., C		0.70			0,0	0,0	0,0	•	3.00.	3.337		
Doo Hull St	City of Richmond	Midlothian Tpke 0.54 <b>22000 F</b>	97%	2%	1%	0%	0%	0%	С	0.08	0.574	23000	
Hull St	City of Alchimoria			<u> </u>	1 70	U%	U%	U%	C	0.08	0.574	∠3000	
~	From:	US 1 Jefferson Davis Hw			<u> </u>				_				
Hull St	City of Richmond	0.55 <b>14000 F</b>	97%	2%	1%	0%	0%	0%	F	0.077	0.533	14000	
~	To	Commerce Rd											

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								Tru	ıck			K	017	Dir		-
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
/ Livil Ct	City of Richm		Commerce R		96%	2%	1%	10/	00/	00/	С	0.004		0.500	22000	F
360 Hull St	City of Alchir	10110 0.37	20000	F	90%	2%	176	1%	0%	0%	C	0.084		0.500	22000	Г
360 Mayo Bridge	Too From: City of Richm	nond 0.51	1st St 20000	F	97%	2%	1%	0%	0%	0%	F	0.086		0.503	22000	F
360 Mayo Bridge	City of FileIII	0.51			31 /0	270	170	0 70	0 /0	0 70		0.000		0.505	22000	
360 14th St	From: City of Richm	nond 0.08	Dock St 14000	F	97%	2%	1%	0%	0%	0%	F	0.094		0.509	15000	F
360) 31	To:		JS 60 Cary		0.70			0,0	0 70	0,0	•	0.00		0.000	.0000	
360 (60) 14th St	City of Richm		14000	N	97%	2%	1%	0%	0%	0%	N	0.094		0.509	15000	N
300)(00)	To:		60 Par, Mai													
~~~~ Maia 01	From:	0.00	14th St		070/	00/	10/	00/	00/	00/	_	0.400		0.740	00000	
360 60 Main St	City of Richm	nond 0.30	18000 18th St	F	97%	2%	1%	0%	0%	0%	F	0.102		0.748	20000	F
	From:		JS 60 Main	St												
360 18th St	City of Richm	nond 0.14	8400	F	97%	2%	1%	0%	0%	0%	F	0.09		0.737	8900	ı
~	To: From:		Grace St													
360 18th St	City of Richm		8000	F	97%	2%	1%	0%	0%	0%	F	0.091		0.885	8500	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	F	97%	2%	1%	0%	0%	0%	F	0.096	F	0.733	13000	
~~~	To: From:		S 250 Broad													
360 18th St	City of Richm		6900	F	97%	2%	1%	0%	0%	0%	F	0.107	_		7300	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	F	97%	2%	1%	0%	0%	0%	F	0.095	F	0.67	23000	
~~	To: From:		Venable St				$\Box$									
360 18th St	City of Richm		3900	F	97%	2%	1%	0%	0%	0%	F F	0.11	_	0.638	4100	- 1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9000 Balding St	F	97%	2%	1%	0%	0%	0%	F	0.101	F	0.534	9500	
	From:		18th St													
360 Balding St	City of Richm		3900	N	97%	2%	1%	0%	0%	0%	Ν	0.11		0.638	4100	1
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9000	N	97%	2%	1%	0%	0%	0%	Ν	0.101	F	0.534	9500	-
	To:		17th St Balding St													
360 17th St, Oliver Hill Way	City of Richm	nond 0.19	8100	F	97%	2%	1%	0%	0%	0%	F	0.097		0.545	8600	ı
	To:	J	Fairfield Wa	y												
360 Fairfield Way	City of Richm	nond 0.54	17th St <b>6400</b>	Α	98%	1%	1%	0%	0%	0%	С	0.130		0.809	7100	
360 Trairried Way	City of Fictin		hanicsville		90 /6	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.130		0.009	7100	,
~~~	From:		Fairfield Wa													
360 Mechanicsville Tpke	City of Richm	nond 0.44	12000	F	97%	2%	1%	0%	0%	0%	F	0.098		0.613	13000	-
<u> </u>	To: From:		I-64													
360 Mechanicsville Tpke	City of Richm		31000	G	98%	0%	1%	0%	1%	0%	F	0.092		0.659	33000	(
<del>~</del>	To:		CL Richmon													
~~~ <u>~</u>	From:		Mechanicsv		e							2.00:			1.1000	
360 Ramp	City of Richmond (	Maint: 43) 0.11	14000	G								0.091			14000	(
-	10.		I-64 West													

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

Route	Jurisdictio		Length	AADT	QA	4Tire	Bus		Tri le 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 360 Ramp	City of Richmond (		US 360 E, 0.15	Mechanics 1100	ville Tpl	re .							0.114			1100	G
<u> </u>	To:		I-64 E	East Collect	or Rd												
East	From:			0 TO I-64 V	WEST												
(360) Ramp	City of Richmond (		0.03	NA									NA			NA	
<u></u>	To:	US 36	0-W143B	US 360- 14	3B FRC	M RT 3											
West	From:			0 TO I-64 V	WEST												
(360) Ramp	City of Richmond (	,	0.04	NA									NA			NA	
<u></u>	To:	US 36	60-E143B U	US 360- 14	3B FRO	M RT 3											
~~~	From:			S 360; 18th	St												
Grace St	City of Richm	nond	0.06	3500	G	97%	2%	1%	0%	0%	0%	F	0.119		0.896	3700	G
	Combined Traffic Estimates for Parallel	Roadways on this	Route:	NA									NA			NA	
	To:			17th St													
(agg) 17th St	City of Richm	nond	0.08	Grace St <b>3900</b>	F	97%	2%	1%	0%	0%	0%	F	0.106		0.873	4100	F
360 17th St	Combined Traffic Estimates for 2 Parallel			12000	-	97%	2%	1%		0%	0%		0.096	F	0.733	13000	' =
	Combined Trainc Estimates for 2 Faraner	noadways on this				31 /0	2 /0	1 /0	0 /0	0 /6	0 /6	'	0.090		0.733	13000	'
~~~~ 1711 O	To: From:			250 Broad		070/	00/		201	00/	00/	_	0.400			10000	
360 17th St	City of Richm		0.18	15000	F	97%	2%	1%		0%	0%	F _	0.102	_		16000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	22000	F	97%	2%	1%	0%	0%	0%	F	0.095	F	0.67	23000	F
~~~	To: From:			om I-95; V	enable S												
(360) 17th St	City of Richm	nond	0.50	5100	F	97%	2%	1%	0%	0%	0%	F	0.102			5400	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	9000	F	97%	2%	1%	0%	0%	0%	F	0.101	F	0.534	9500	F
-	То:			Balding St													
	From:			I-64 E													
Ramp From I-64 E to Thir	rd St City of Richm	nond		3500	G								0.419			4100	G
	To:			3rd St													

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						, -	THOMMONIA							
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T		()(;	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Richmond		From	1-			Me	adow St							
Grayland Ave	0.46	2200	G			IVIC	adow St			0.098	0.669	2200	G	2015
,		Te	1"			Rot	oinson St							
		Fron	1:			F	Hull St							
1 Bryce Ln	1.02	2300	F	96%	2%	2%		% 0%	F F	0.098	0.613	2400	F	2015
<u> </u>		To	):			Broad	d Rock Rd							
Outstate I in	1.04	From	` <u></u>	000/	00/		Hull St	0/ 00/			0.507	0000	_	0015
2 Orcutt Ln	1.24	3000 <sub>To</sub>	, F	96%	2%	2%	0% 0°	% 0%	5 F	0.101	0.507	3200	F	2015
		Fron	12											
3 Clearfield St	0.78	610	F	99%	1%	0%	nsley Blvd 0% 0°	% 0%	. C	0.105	0.597	670	F	2015
3) 5.55		т.								—			•	
3 Clearfield St	0.31	430 From	F	99%	1%	0%	outt Lane 0% 0'	% 0%	, F	0.114	0.609	470	F	2015
3 Clearfield St	0.01	<b>400</b>	»:	00 /0	1 /0		ce Lane	70 070	<u> </u>	<u> </u>	0.000	470	•	2010
		Fron	1:				Davis Hwy			$\overline{}$				
4 Royall Ave	0.66	1800	F	96%	2%	2%		% 0%	<sub>s</sub> F	0.093	0.526	2000	F	2015
$\mathcal{O}$		To	):				merce Rd							
_	<u> </u>	Fron	1:			D	ale Ave							
5 Lynhaven Ave	0.53	470	F	96%	2%	2%		% 0%	<sub>s</sub> F	0.115	0.603	520	F	2015
$\smile$		T. Fron				SR 16	ol Bells Rd			$\supset$ —				
5 Lynhaven Ave	1.19	570	F	96%	2%	2%	0% 0'	% 0%	. C	0.105	0.563	620	F	2015
<u> </u>		T <sub>c</sub>				Bellı	meade Rd			<b>—</b> —				
5 Lynhaven Ave	0.24	720	F	96%	2%	2%		% 0%	<sub>s</sub> F	0.102	0.554	780	F	2015
		To	n-			Ro	yall Ave							
		Fron	1:			-	US 1							
6 Dale Ave	0.10	260	F	96%	2%	2%	0% 0	% 0%	5 F	0.138	0.605	280	F	2015
<u> </u>		To	):			Lynh	naven Ave							
O : 1	0.00	From	` <u> </u>	000/	00/		nsley Blvd	0/ 00/			0.533	0700		0045
7 Castlewood Rd	0.83	2500	F	96%	2%	2%	0% 0'	% 0%	s F	0.103	0.577	2700	F	2015
<u> </u>		To Fron	1:				ells Rd			$\supset$				
7 Castlewood Rd	0.45	1600	F	96%	2%	2%		% 0%	<sub>s</sub> F	0.097	0.510	1800	F	2015
			1				ıffin Rd							
8 Ruffin Rd	0.03	From	 F	97%	2%	Castle 1%	ewood Rd 0% 0'	% 0%	, F	0.09	0.506	1400	F	2015
8 Ruffin Rd	0.03	1300		31 /6	2 /0			/6 0 /6	· I	0.09	0.300	1400	'	2013
Duffin Dd	0.75	Fron	<u> </u>	070/	20/		Davis Hwy	0/ 00/			0.606	0100	Г	2015
8 Ruffin Rd	0.75	1900	F	97%	2%	1%	0% 0°	% 0%	S C	0.088	0.626	2100	F	2015
		Fron	,											
9 W. Belmont Rd	0.32	740	`L	99%	1%	0%	0% 0°	% 0%	5 C	0.111	0.563	800	F	2015
9 W. Belmont Rd	0.02	To	_	0070	1 /0		Bridge Rd	70 070		<u> </u>	0.000	000	•	2010
		Fron	n:				nation St			$\equiv$				
10) Hioaks Rd	0.46	5800	F	98%	1%	1%		% 0%	. C	0.094	0.601	6300	F	2015
		To	):			Jał	ınke Rd							
		From					JS 60							
11) Carnation St	0.68	7200	G	98%	0%	1%		% 0%	G C	0.084	0.505	7700	G	2015
$\overline{}$		Tr	n.			Hic	oaks Rd							
$\bigcirc$		Fron	1:				byhill Rd							
12 Traylor Dr	0.97	330	F	98%	0%	1%		% 0%	<sub>F</sub>	0.173	0.721	350	F	2015
		To	1				rokee Rd			<u> </u>				
Duran - Dr	4.04	From	` <u> </u>	0001	001		Gun Rd	0/ 25:			0.505	000	_	001
13 Duryea Dr	1.01	910 To	F	98%	0%	1%	0% 0° Field Dr	% 0%	<b>F</b>	0.123	0.597	990	F	2015
		•												
		Es.	11			-	Γ.							
14) Old Field Dr	0.08	390		98%	0%	Du 1%	nryea Dr 0% 0'	% 0%	. F	0.111	0.553	430	F	2015

						City of Richn	10110							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Richmond														
Old Our Dd	4.00	From	<u> </u>	000/	00/	Huguenot R		00/			0.505	0000	_	0045
(15) Old Gun Rd	1.09	1900	F	98%	0%	1% 0%	0%	0%	С	0.099	0.505	2000	F	2015
						WCL Richmo								
Object formal Date	4.40	From	ᄂ	000/	40/	Forest Hill A		00/			0.5	040	_	0045
(16) Stratford Rd	1.12	190	F	98%	1%	1% 0%	0%	0%	С	0.110	0.5	210	F	2015
		To From:				Chippenham P	kwy							
(16) Stratford Rd	0.66	200	F	98%	1%	1% 0%	0%	0%	С	0.110	0.52	220	F	2015
<u> </u>		To				Cherokee R	d							
		From				Leigh St								
17) Dmv Dr	0.22	3800	F	99%	0%	1% 0%	0%	0%	С	0.115	0.642	4100	F	2015
$\bigcirc$		To				Broad St								
		From:				Semmes Av	e							
18) Forest Hill Ave	0.38	4500	F	99%	0%	1% 0%	0%	0%	F	0.099	0.661	4900	F	2015
		To				Broad Rock	Rd							
		From				North Ave								
20) Poe St	0.05	3200	F	99%	0%	1% 0%	0%	0%	F	0.1	0.517	3400	F	2015
20)			_						•					
Pag Ct	0.11	From	<u> </u>	0007	00/	Barton Ave		001		0.105	0.500	0000		0015
20 Poe St	0.11	3300 To	F	99%	0%	1% 0%	0%	0%	F	0.105	0.522	3600	F	2015
		To				127-21 Monteiro								
		From				127-22 Fritz								
21) Monteiro Ave	0.25	3500	F	97%	1%	1% 0%	0%	0%	F	0.105	0.55	3800	F	2015
<u> </u>		To				127-20 Poe	St							
_		From				Leigh St								
22) 1st St	0.73	3500	F	99%	0%	1% 0%	0%	0%	F	0.104	0.563	3900	F	2015
		To				Fritz St								
		From				Main St								
43) 8th St	0.22	11000	G	99%	0%	1% 0%	0%	0%	F	0.138		11000	G	2015
		To				110 050 P	1.0.			_				
43) 8th St	0.32	5800	F	99%	0%	US 250 Broad 1% 0%	0%	0%	F	0.089		6300	F	2015
(43) 8th St	0.32	<b>3000</b> To:	<u>-</u>	99 /o	0 /0		0 /6	0 /6	- 1	0.009		0300	'	2013
						Leigh St								
711 01	0.07	From:	<u> </u>	000/	00/	Canal St	00/	00/				7.400	_	0045
(44) 7th St	0.37	6800	F	99%	0%	0% 0%	0%	0%	F	0.143		7400	F	2015
		To:				US 250 Broad	l St							
44) 7th St	0.33	6300	F	99%	0%	0% 0%	0%	0%	F	0.143		6800	F	2015
		To				Leigh St								
7th St	0.14	6500 From:	F	99%	0%	0% 0%	0%	0%	F	0.143		7100	F	2015
(44) /th St	0.11	To	Ė	0070	J / J	I-95	3,0	- 70	-	<u> </u>		. 100	•	_0.0
		From:								1				
45) 5th St	0.41	8700	F	99%	0%	Broad St 0% 0%	0%	0%	F	0.137		9400	F	2015
(45) 5th St	0.41	0700 To:	<u>-</u>	33 /o	0 /0	I-95	0 /6	0 /6	'	0.137		3400	'	2013
(Ath Ot	0.45	From	<u> </u>	0001	001	Functional Class		001				4700	_	001-
46) 4th St	0.45	1600	F	99%	0%	0% 0%	0%	0%	F	0.134		1700	F	2015
		From:				US 250 Broad Jackson Stre								
46) 4th St	0.24	2000	F	99%	0%	0% 0%	0%	0%	F	0.149		2200	F	2015
46) 4th St	<b>5.</b> L⊣	To:	Ė	20 /0	3 /0	I-95	0 /0	5,0	•	<u> </u>			•	_510
		From								_				
47) 3rd St	0.76	2900	F	99%	0%	Canal St 0% 0%	0%	0%	F	0.130		2100	F	2015
(47) 3rd St	0.76	_300 To:		JJ /0	U /0			U /o	1.	0.130		3100	1	2013
		From				Ramp from I-64 3rd Street	East							
A7 Ramp	0.07	7600	G	99%	0%	0% 0%	0%	0%	F	0.2		8100	G	2015
7,	0.07	To		20 /0	3 /0	Ramp to I-64 l		5,0	•	٦̈́		3.00	~	_510
		From:								<del>- i</del>				
48) 2nd St	0.28	5600	F	99%	0%	US 1, US 301 Belv 0% 0%	odere St 0%	0%	С	0.126	0.892	6100	F	2015
(48) 2nd St	0.20	To:		JJ /0	U /0		U 70	U /o	U	0.120	0.092	0100	1	2013
		10	1			Spring St								

						City of Richmo	ona								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond															
O - 1-		From				Spring St								_	
(48) 2nd St	0.23	5800	G	99%	0%	0% 0%	0%	0%	F	0.130		0.943	6200	G	2015
		To From				SR 147 Cary S	t			$\Box$					
(48) 2nd St	0.30	5800	F	99%	0%	0% 0%	0%	0%	F	0.114			6300	F	2015
<u> </u>		To				US 250 Broad S	St			$\neg$ —					
(48) 2nd St	0.15	4700	F	99%	0%	0% 0%	0%	0%	F	0.114			5100	F	2015
10		Te				127-53 Clay S	t								
		From				Canal St				i					
(49) Adams St	0.29	1500	F	98%	0%	1% 0%	0%	0%	F	0.101		0.634	1700	F	2015
49)															
Adams Ol	0.05	From	<u> </u>	000/	00/	US 250 Broad S		00/				0.0	0000		0045
(49) Adams St	0.25	2700	F	98%	0%	1% 0%	0%	0%	F	0.128		0.6	2900	F	2015
<u> </u>		10				SR 33 Leigh S	t								
		From	i:			Leigh St									
(50) Chamberlayne Pkwy	0.44	6700	F_	98%	0%	1% 0%	0%	0%	F	0.095			7300	F	2015
<u> </u>		To	0			Belvidere St									
		From				9Th St									
51) Canal St	0.76	6000	F	98%	0%	1% 0%	0%	0%	F	0.202			6500	F	2015
$\smile$		To				Belvidere St									
		From				US 1 Belvidere	St		-						
52) Marshall St	0.07	2600	N	98%	0%	1% 0%	0%	0%	N	0.09			2900	Ν	2015
		- -								_					
Moroball Ct	0.06	2600 From	<u>+</u>	000/	00/	Henry St 1% 0%	00/	00/		0.00			2000	F	2015
52 Marshall St	0.86	<b>∠000</b>	┌╌	98%	0%		0%	0%	С	0.09			2900	Г	2015
						9th St									
		From				2nd St									
(53) Clay St	0.07	620	F	98%	1%	0% 0%	0%	0%	F	0.124			670	F	2015
<u> </u>		To	c			3rd St									
_		From	·			8Th St									
54) Clay St	0.05	1500	F	98%	1%	0% 0%	0%	0%	F	0.127		0.783	1600	F	2015
$\bigcup$		To	0			9Th St									
		From	ı			7th St									
55) Jackson St	0.05	5700	F	98%	1%	0% 0%	0%	0%	F	0.136		0.813	6200	F	2015
		To	c			8th St									
		From	13			SR 10 Broad Rock	Rlvd								
59 Terminal Ave	0.76	1000	F	98%	1%	0% 0%	0%	0%	F	0.105		0.533	1100	F	2015
59 Terminal Ave	5.70	To		30 /0	1 /0	SR 161 Belt Blv		0 /0	•			3.550	1100	•	_010
							·u			-					
010101	0.00	From		000/	40/	Main St	00/	001				0.575	F000	_	0015
60) 21st St	0.23	5500 To	F	98%	1%	0% 0%	0%	0%	F	0.116		0.575	5900	F	2015
		From				US 250 Broad S US 250; 23rd S									
60 Broad St	0.13	3400	L	97%	1%	1% 1%	0%	0%	N	0.096		0.611	3700	N	2015
(60) Broad St	0.10	3-00	-14	J1 /0	1 /0		U /0	0 /0	1 1	0.030		0.011	3700	14	2013
<u> </u>		From				25th St								_	
(60) Broad St	0.67	3400	F	97%	1%	1% 1%	0%	0%	С	0.096		0.611	3700	F	2015
$\overline{}$		To	-			36th St				$\neg$ —					
60) Government Rd	0.46	3400	N	97%	1%	1% 1%	0%	0%	N	0.096		0.611	3700	Ν	2015
		To				US 60 Stoney Rur									
		From				SCL Richmond	1								
7505) Hopkins Rd	0.55	4900	F	98%	1%	0% 0%	0%	0%	F	0.101		0.666	5300	F	2015
7303) 1 10   110	0.00				. 70			- 70	•			3.000	5500	•	_0.0
	0.10	From	<u> </u>	0051	401	Walmsley Blvo		201				0.050	0.100		66:5
(7505) Hopkins Rd	0.48	8700	F	98%	1%	0% 0%	0%	0%	С	0.097		0.656	9400	F	2015
		To From				Warwick Rd									
(7505) Hopkins Rd	0.79	8700	N	98%	1%	0% 0%	0%	0%	N	0.097		0.656	9400	Ν	2015
		т					rd.								
(7505) Hopkins Rd	1.05	8900 From	T F	98%	1%	SR 161 Belt Blv	0%	0%	F	0.092		0.509	9700	F	2015
(7505) Hopkins Rd	1.00	U <b>J</b> UU	┲	JO 70	1 /0			0 /0	1.	0.082		0.509	3100	ı	2013
		10	1			Holly Spring Av	ve								

City of Richmond   Factor	10000 F 2  3700 F 2  7200 F 2  8100 F 2  10000 F 2  1800 F 2  1800 F 2  17000 F 2	AAWDT QW Year  0.567 10000 F 2015  0.655 3700 F 2015  0.653 7200 F 2015  0.686 8100 F 2015  0.594 10000 F 2015  0.673 5900 F 2015  0.603 1800 F 2015  0.505 2000 F 2015
Holkins Rd   Sping Ave   Holkins Rd   Sping Ave   Sp	3700 F 2 7200 F 2 8100 F 2 10000 F 2 1800 F 2 17000 F 2	0.655 3700 F 2015 0.653 7200 F 2015 0.686 8100 F 2015 0.594 10000 F 2015 0.673 5900 F 2015 0.603 1800 F 2015 0.505 2000 F 2015
Food   Hopkins Rd	3700 F 2 7200 F 2 8100 F 2 10000 F 2 1800 F 2 17000 F 2	0.655 3700 F 2015 0.653 7200 F 2015 0.686 8100 F 2015 0.594 10000 F 2015 0.673 5900 F 2015 0.603 1800 F 2015 0.505 2000 F 2015
Second   S	3700 F 2 7200 F 2 8100 F 2 10000 F 2 1800 F 2 17000 F 2	0.655 3700 F 2015 0.653 7200 F 2015 0.686 8100 F 2015 0.594 10000 F 2015 0.673 5900 F 2015 0.603 1800 F 2015 0.505 2000 F 2015
Second   Broad Rock Rd   Second   Sec	7200 F 2 8100 F 2 10000 F 2 1800 F 2 17000 F 2	0.653       7200       F       2015         0.686       8100       F       2015         0.594       10000       F       2015         0.673       5900       F       2015         0.603       1800       F       2015         0.505       2000       F       2015
Second   S	7200 F 2 8100 F 2 10000 F 2 1800 F 2 17000 F 2	0.653       7200       F       2015         0.686       8100       F       2015         0.594       10000       F       2015         0.673       5900       F       2015         0.603       1800       F       2015         0.505       2000       F       2015
Forest Hill Ave	7200 F 2 8100 F 2 10000 F 2 1800 F 2 17000 F 2	0.653       7200       F       2015         0.686       8100       F       2015         0.594       10000       F       2015         0.673       5900       F       2015         0.603       1800       F       2015         0.505       2000       F       2015
Broad Rock Rd   Broad Rock Rd   Broad Rock Rd   Broad Rock Rd	8100 F 2  10000 F 2  5900 F 2  1800 F 2  17000 F 2	0.686 8100 F 2015  0.594 10000 F 2015  0.673 5900 F 2015  0.603 1800 F 2015  0.505 2000 F 2015
Second Process   Seco	8100 F 2  10000 F 2  5900 F 2  1800 F 2  17000 F 2	0.686 8100 F 2015  0.594 10000 F 2015  0.673 5900 F 2015  0.603 1800 F 2015  0.505 2000 F 2015
Second   S	8100 F 2  10000 F 2  5900 F 2  1800 F 2  17000 F 2	0.686 8100 F 2015  0.594 10000 F 2015  0.673 5900 F 2015  0.603 1800 F 2015  0.505 2000 F 2015
Solution	10000 F 2 5900 F 2 1800 F 2 2000 F 2	0.594 10000 F 2015 0.673 5900 F 2015 0.603 1800 F 2015 0.505 2000 F 2015
Solid   Soli	10000 F 2 5900 F 2 1800 F 2 2000 F 2	0.594 10000 F 2015 0.673 5900 F 2015 0.603 1800 F 2015 0.505 2000 F 2015
Solution	5900 F 2 1800 F 2 2000 F 2	0.673 5900 F 2015 0.603 1800 F 2015 0.505 2000 F 2015
Solution	5900 F 2 1800 F 2 2000 F 2	0.673 5900 F 2015 0.603 1800 F 2015 0.505 2000 F 2015
Second	5900 F 2 1800 F 2 2000 F 2	0.673 5900 F 2015 0.603 1800 F 2015 0.505 2000 F 2015
Second   S	1800 F 2 2000 F 2 17000 F 2	0.603 1800 F 2015 0.505 2000 F 2015
Solution	1800 F 2 2000 F 2 17000 F 2	0.603 1800 F 2015 0.505 2000 F 2015
Commerce Rd	1800 F 2 2000 F 2 17000 F 2	0.603 1800 F 2015 0.505 2000 F 2015
Denbigh Dr   Den	2000 F 2	0.505 2000 F 2015
Cherokee Rd 2.54 1700 F 99% 0% 0% 0% 0% 0% 0% C 0.158 0.603 1800    To Huguenot Rd    Solvent Hill Ave	2000 F 2	0.505 2000 F 2015
Second   1.92   1800   F   98%   0%   1%   0%   0%   0%   F   0.099   0.505   2000	2000 F 2	0.505 2000 F 2015
SR 150 Chippenham Pkwy   SR 150 Chippenham Pkwy   SR 150 Chippenham Pkwy   South Prom   Powhite Pkwy   South Prom   Powhite Pkwy   South Prom   SR 150 Chippenham Pkwy   South Pkwy   Sou	17000 F 2	
Forest Hill Ave  1.11 16000 F 97% 2% 1% 0% 0% 0% C 0.117 0.546 17000  To SR 150 Chippenham Pkwy  520 Forest Hill Ave  1.15 31000 G 97% 2% 1% 0% 0% 0% F 0.1 0.578 33000  From Powhite Pkwy  520 Forest Hill Ave  1.27 23000 G 98% 1% 0% 0% 0% 0% C 0.097 0.583 25000  To Jahnke Rd  520 Forest Hill Ave  0.21 30000 G 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000	17000 F 2	
Forest Hill Ave 1.11 16000 F 97% 2% 1% 0% 0% 0% C 0.117 0.546 17000    SR 150 Chippenham Pkwy  520 Forest Hill Ave 1.15 31000 G 97% 2% 1% 0% 0% 0% F 0.1 0.578 33000    Forest Hill Ave 1.27 23000 G 98% 1% 0% 0% 0% 0% C 0.097 0.583 25000    To SR 150 Chippenham Pkwy  Powhite Pkwy  520 Forest Hill Ave 1.27 23000 G 98% 1% 0% 0% 0% 0% C 0.097 0.583 25000    To Jahnke Rd  520 Forest Hill Ave 0.21 30000 G 98% 1% 0% 0% 0% 0% 0% F 0.096 0.591 32000		0.546 17000 F 2015
Forest Hill Ave 1.11 16000 F 97% 2% 1% 0% 0% 0% C 0.117 0.546 17000 SR 150 Chippenham Pkwy  520 Forest Hill Ave 1.15 31000 G 97% 2% 1% 0% 0% 0% F 0.1 0.578 33000 Powhite Pkwy  520 Forest Hill Ave 1.27 23000 G 98% 1% 0% 0% 0% 0% C 0.097 0.583 25000 September 1.27 23000 G 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000 September 1.27 23000 G 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000 September 2.20 Forest Hill Ave 0.21 30000 G 98% 1% 0% 0% 0% 0% 0% F 0.096 0.591 32000 September 2.20 Forest Hill Ave 0.21 30000 G 98% 1% 0% 0% 0% 0% 0% 0% F 0.096 0.591 32000 September 2.20 Forest Hill Ave 0.21 30000 F 0.591 32000 September 2.20 Forest Hill Ave 0.21 30000 F 0.591 32000 September 2.20 Forest Hill Ave 0.21 30000 F 0.591 32000 September 2.20 Forest Hill Ave 0.21 30000 F 0.591 32000 September 2.20 F 0.096 September		0.546 17000 F 2015
Forest Hill Ave 1.11 16000 F 97% 2% 1% 0% 0% 0% C 0.117 0.546 17000 SR 150 Chippenham Pkwy  520 Forest Hill Ave 1.15 31000 G 97% 2% 1% 0% 0% 0% F 0.1 0.578 33000 Forest Hill Ave 1.27 23000 G 98% 1% 0% 0% 0% 0% C 0.097 0.583 25000 Forest Hill Ave 0.21 30000 G 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000 G 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000		0.546 17000 F 2015
SR 150 Chippenham Pkwy   SR 150 Chippenham P		
Forest Hill Ave 1.15 31000 G 97% 2% 1% 0% 0% 0% F 0.1 0.578 33000 From From Powhite Pkwy  1.27 23000 G 98% 1% 0% 0% 0% 0% C 0.097 0.583 25000 Forest Hill Ave 0.21 30000 G 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000 Forest Hill Ave 0.21 30000 G 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000	33000 G 2	
Forest Hill Ave 1.27 23000 G 98% 1% 0% 0% 0% 0% C 0.097 0.583 25000 Forest Hill Ave 0.21 30000 G 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000	33000 G 2	
Forest Hill Ave 1.27 <b>23000 G</b> 98% 1% 0% 0% 0% 0% C 0.097 0.583 25000 Forest Hill Ave 0.21 <b>30000 G</b> 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000		0.578 33000 G 2015
Forest Hill Ave 1.27 <b>23000 G</b> 98% 1% 0% 0% 0% 0% C 0.097 0.583 25000    Table 1.27 <b>30000 G</b> 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000		
Forest Hill Ave 0.21 <b>30000 G</b> 98% 1% 0% 0% 0% F 0.096 0.591 32000	25000 G 2	0.583 25000 G 2015
Forest Hill Ave 0.21 <b>30000 G</b> 98% 1% 0% 0% 0% 0% F 0.096 0.591 32000		
To W. THE DEE	32000 G 2	
Tos From Westover Hills Blvd		0.591 32000 G 2015
	17000 F 2	0.591 32000 G 2018
To: Roanoke St		
Delis Ru	7000 G	
521) Commerce Rd 0.88 <b>6500 G</b> 76% 1% 1% 6% 15% 0% F 0.092 0.662 7000	7000 G 2	0.599 17000 F 2015
Toe Ruffin Rd		
Commerce Rd 1.08 <b>4000 F</b> 76% 1% 1% 6% 15% 0% C 0.091 0.747 4300		0.599 17000 F 2015 0.662 7000 G 2015
To: Bellmeade Rd	4300 F 2	0.599 17000 F 2015 0.662 7000 G 2015
From: WCL Richmond	4300 F :	0.599 17000 F 2015 0.662 7000 G 2015
	4300 F 2	0.599 17000 F 2015 0.662 7000 G 2015
		0.599 17000 F 2015 0.662 7000 G 2015 0.747 4300 F 2015
SR 10 Broad Rock Blvd		0.599 17000 F 2015 0.662 7000 G 2015 0.747 4300 F 2015
(522) Walmsley Blvd 0.82 <b>9400 F</b> 98% 0% 0% 0% 0% F 0.093 0.573 10000	8600 F 2	0.599 17000 F 2015 0.662 7000 G 2015 0.747 4300 F 2015 0.616 8600 F 2015
	8600 F 2	0.599 17000 F 2015 0.662 7000 G 2015 0.747 4300 F 2015 0.616 8600 F 2015
To Hopkins Rd	8600 F 2	0.599 17000 F 2015 0.662 7000 G 2015 0.747 4300 F 2015 0.616 8600 F 2015
Welmeley Divid 1.64 F000 F 000/ 00/ 00/ 00/ 00/ F 0.00 0.500 F700	8600 F 2	0.599 17000 F 2015  0.662 7000 G 2015  0.747 4300 F 2015  0.616 8600 F 2015  0.573 10000 F 2015
Walmsley Blvd 1.61 <b>5200 F</b> 98% 0% 0% 0% 0% 0% F 0.09 0.539 5700	8600 F 2	0.599 17000 F 2015  0.662 7000 G 2015  0.747 4300 F 2015  0.616 8600 F 2015  0.573 10000 F 2015
Walmsley Blvd 1.61 <b>5200 F</b> 98% 0% 0% 0% 0% 0% F 0.09 0.539 5700	8600 F 2 10000 F 2 5700 F 2	0.599 17000 F 2015  0.662 7000 G 2015  0.747 4300 F 2015  0.616 8600 F 2015  0.573 10000 F 2015  0.539 5700 F 2015
Walmsley Blvd 1.61 <b>5200 F</b> 98% 0% 0% 0% 0% 0% F 0.09 0.539 5700    Table 1.61 <b>5200 F</b> 98% 0% 0% 0% 0% 0% F 0.14 0.543 270	8600 F 2 10000 F 2 5700 F 2	0.599 17000 F 2015  0.662 7000 G 2015  0.747 4300 F 2015  0.616 8600 F 2015  0.573 10000 F 2015  0.539 5700 F 2015
Walmsley Blvd 1.61 <b>5200 F</b> 98% 0% 0% 0% 0% 0% F 0.09 0.539 5700    Total   US 1 Jefferson Davis Hwy   Dead End   Dead	8600 F 2 10000 F 2 5700 F 2	0.599 17000 F 2015  0.662 7000 G 2015  0.747 4300 F 2015  0.616 8600 F 2015  0.573 10000 F 2015  0.539 5700 F 2015
S222   Walmsley Blvd   1.61   5200   F   98%   0%   0%   0%   0%   0%   0%   F   0.09   0.539   5700	8600 F 2 10000 F 2 5700 F 2 270 F 2	0.599       17000       F       2018         0.662       7000       G       2018         0.747       4300       F       2018         0.616       8600       F       2018         0.573       10000       F       2018         0.539       5700       F       2018         0.543       270       F       2018
S222 Walmsley Blvd   1.61   5200   F   98%   0%   0%   0%   0%   0%   0%   F   0.09   0.539   5700	8600 F 2 10000 F 2 5700 F 2 270 F 2	0.599       17000       F       2018         0.662       7000       G       2018         0.747       4300       F       2018         0.616       8600       F       2018         0.573       10000       F       2018         0.539       5700       F       2018         0.543       270       F       2018
Walmsley Blvd 1.61 <b>5200 F</b> 98% 0% 0% 0% 0% 0% F 0.09 0.539 5700    To	8600 F 2 10000 F 2 5700 F 2 270 F 2	0.599       17000       F       2018         0.662       7000       G       2018         0.747       4300       F       2018         0.616       8600       F       2018         0.573       10000       F       2018         0.539       5700       F       2018         0.543       270       F       2018
Walmsley Blvd   1.61   5200   F   98%   0%   0%   0%   0%   0%   0%   F   0.09   0.539   5700	8600 F 2 10000 F 2 5700 F 2 270 F 2	0.599       17000       F       2018         0.662       7000       G       2018         0.747       4300       F       2018         0.616       8600       F       2018         0.573       10000       F       2018         0.539       5700       F       2018         0.543       270       F       2018
S22   Walmsley Blvd   1.61   5200   F   98%   0%   0%   0%   0%   0%   0%   F   0.09   0.539   5700	8600 F 2 10000 F 2 5700 F 2 10000 F 2	0.599 17000 F 2015  0.662 7000 G 2015  0.747 4300 F 2015  0.616 8600 F 2015  0.573 10000 F 2015  0.539 5700 F 2015  0.543 270 F 2015  0.507 10000 F 2015
Walmsley Blvd   1.61   5200   F   98%   0%   0%   0%   0%   0%   0%   F   0.09   0.539   5700	8600 F 2 10000 F 2 5700 F 2 10000 F 2	0.599 17000 F 2015  0.662 7000 G 2015  0.747 4300 F 2015  0.616 8600 F 2015  0.573 10000 F 2015  0.539 5700 F 2015  0.543 270 F 2015  0.507 10000 F 2015
Walmsley Blvd   1.61   5200   F   98%   0%   0%   0%   0%   0%   0%   F   0.09   0.539   5700	8600 F 2 10000 F 2 5700 F 2 10000 F 2 18000 F 2	0.599 17000 F 2015  0.662 7000 G 2015  0.747 4300 F 2015  0.616 8600 F 2015  0.573 10000 F 2015  0.539 5700 F 2015  0.543 270 F 2015  0.507 10000 F 2015

						City of Rich	mond								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK F	Dir Factor	AAWDT	QW	Year
City of Richmond															
7530 Prince Arthur Rd	0.30	610 To	F	98%	1%	Forest Hill A	0%	0%	F	0.19	(	0.591	660	F	2015
_		From				New Kent Prince Arthu									
7530 New Kent Rd	0.13	750	F	98%	1%	1% 0%		0%	F	0.137	(	0.565	820	F	2015
7530) New Kent Rd	0.69	850		98%	1%	1% 0%		0%	F	0.161		0.502	920	F	2015
7660		To				42nd St									
		From				Walmsley E	lvd								
7531) Hey Rd	0.58	1800		98%	1%	1% 0%		0%	F	0.095	(	0.561	1900	F	2015
7531) Hey Rd	0.25	3400 From	F	98%	1%	Snead Ro 1% 0%		0%	F	0.095		0.561	3700	F	2015
7531) 110) 110	0.20	To	Ė	3070	170	US 360 Hull St		0 70	•	0.000		3.001	0700	•	2010
		From				Elkhardt F									
7533) Whitehead Rd	1.18	3900	F	96%	2%	1% 0%		0%	F	0.117	(	0.681	4300	F	2015
<u> </u>		To				Warwick I	Rd			<u> </u>					
7533) German School Rd	0.57	4700	F	96%	2%	1% 0%		0%	С	0.129	(	0.701	5100	F	2015
$\overline{}$		To From				Midlothian T	pke			<u> </u>					
7533) German School Rd	0.91	5800 From	F	96%	2%	1% 0%		0%	F	0.124	(	0.651	6300	F	2015
		To				Glenway l									
Clanway Dr	0.14	3400	<u>└</u>	96%	2%	German Scho		00/	F	0.103		0.536	2700	F	2015
Glenway Dr	0.14	3400 To		90%	2%	1% 0% Blakemore		0%	Г	0.103	,	J.536	3700	Г	2015
		From				Glenway I									
7533) Blakemore Rd	0.21	1900	F	96%	2%	1% 0%	1%	0%	F	0.107	(	0.567	2100	F	2015
		To	1			Jahnke R	d			$\neg$ —					
7533) Blakemore Rd	0.47	2900	F	96%	2%	1% 0%	1%	0%	F	0.107	(	0.608	3100	F	2015
		To				Bliley Ro									
7533) Bliley Rd	0.57	2900	L	96%	2%	Blakemore 1% 0%		0%	F	0.105		0.662	3200	F	2015
7533) Billey Rd	0.57	<b>2900</b>	<del></del>	90 /6	2 /0	Forest Hill		0 /6	-	0.103	,	J.002	3200	'	2013
		From				Southhampto									
7534) Riverside Dr	0.04	670	N	98%	0%	1% 0%		0%	N	0.13		0.568	730	N	2015
7334)		То													
7534) Riverside Dr	1.97	670 From	F	98%	0%	SR 147 Hugue 1% 0%		0%	С	0.13		0.568	730	F	2015
7534) 1 111010100 21	1.07	To	_	0070	0 70	Scottview		070		<u> </u>		5.000	700	·	2010
		From	<u> </u>			Riverside	Dr								
Scottview Dr	0.22	240	F	98%	0%	1% 0%		0%	F	0.111	(	0.667	270	F	2015
<u> </u>		From				Longview Scottview									
7534) Longview Dr	0.20	1300	F	98%	0%	1% 0%		0%	F	0.099		0.509	1500	F	2015
7334)		To				Hathaway									
<u> </u>		From	<u> </u>			Longview								_	
7534 Hathaway Rd	0.30	2500	F	98%	0%	1% 0%		0%	F	0.1	(	0.548	2700	F	2015
		- 10	1			Forest Hill									
7535) Warwick Rd	1.00	16000		97%	1%	SR 10 Broad Ro 1% 0%		0%	С	0.096		0.504	17000	F	2015
Warwick Rd	1.00	10000		91 /6	1 /0			0 /6		0.090	,	J.304	17000	'	2013
Mamuial, Dd	1.00	From	ᄂ	070/	10/	US 360 Hul		00/				0.505	17000		0015
Warwick Rd	1.09	16000	F	97%	1%	1% 0%	0%	0%	F	0.092	(	0.525	17000	F	2015
		From	<u> </u>			Whitehead									
WarwicK Rd	0.20	16000	F	97%	1%	1% 0%	0%	0%	F	0.086	(	0.538	18000	F	2015
		From				Labrook Conc				_					
<sub>7535</sub> Warwick Rd	0.40	14000	F	97%	1%	1% 0%		0%	F	0.087	(	0.525	15000	F	2015
		- 10	<u> </u>			Carnation									
Monument Ave	0.00	24000		000/	00/	WCL Richm		00/		0.110		0 E00	26000	_	2015
7538 Monument Ave	0.83	24000 To	Ē	99%	0%	0% 0% Malvern A		0%	С	0.119		0.592	26000	F	2015
		10				Malvern A	ve								

						J., J.	Richmo									
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond																
		From	<u> </u>				vern Ave				<u> </u>				_	
Monument Ave	1.05	24000	F	99%	0%	0%	0%	0%	0%	F	0.119		0.563	26000	F	2015
$\overline{}$		To				Bo	ulevard									
7538) Monument Ave	0.95	20000	G	99%	0%	0%	0%	0%	0%	С	0.102		0.545	21000	G	2015
7338)	0.00			0070	0,70			0,0	0 70				0.0.0		<b>O</b> .	_0.0
		From				Lon	ıbardy St									
<sub>7538</sub> Franklin St	0.61	7700	G	97%	1%	2%	0%	0%	0%	С	0.139			8200	G	2015
$\bigcirc$		To				Rel	videre St				$\neg$					
Franklin St	0.92	6500 From	F	97%	1%	2%	0%	0%	0%	F	0.119			7100	F	2015
Franklin St	0.52	To		31 /0	1 /0			0 70	0 70		0.113			7100	•	2010
						,	Th St									
East		From				127-7538	Monumen	t Ave								
7538) Ramp	0.10	6000	G								0.132			6000	G	2015
		To				I-19	95-South									
		From				Throa	Chont D	1								
Grove Ave	0.21		F	98%	10/	1%	Chopt Ro	0%	0%	С	0.110		0.700	11000	F	2015
Grove Ave	0.31	10000	г	90%	1%	1 70	0%	076	076	C	0.110		0.723	11000	Г	2015
		To Er				Lib	bie Ave				$\Box$					
Grove Ave	2.00	9400	F	99%	1%	0%	0%	0%	0%	С	0.122		0.679	10000	F	2015
										_			-			
<u> </u>		From					mpson St				<u> </u>					
Grove Ave	0.76	5700	F	99%	1%	0%	0%	0%	0%	F	0.102		0.552	6200	F	2015
<u> </u>		To				SR 16	Bouleva	rd								
Grove Ave	0.90	4600 From	F	99%	1%	0%	0%	0%	0%	F	0.102		0.550	5000	F	2015
Grove Ave	0.89	4000		9970	I 70			0%	076		0.102		0.552	5000	Г	2015
<u> </u>		10				Lon	bardy St									
		From				US 1 Je	ff Davis H	lwy								
Bellmeade Rd	0.75	5800	F	87%	2%	2%	4%	6%	0%	С	0.086		0.509	6300	F	2015
545)		To					merce Rd									
		From					neade Rd									
Commerce Rd	1.27	10000	F	88%	1%	2%	4%	6%	0%	С	0.096		0.537	11000	F	2015
343) 36				0070	. , 0		. , 0	0,0	0 70				0.00.		•	_0.0
		From					ram Ave									
7545) Commerce Rd	0.44	8900	G	88%	1%	2%	4%	6%	0%	F	0.130		0.76	9500	G	2015
		To					T C4				_					
Commons Dd	0.45	From	<del>-</del>	000/	10/		Iarx St	<b>C</b> 0/	00/		0 104		0.010	11000		0015
Commerce Rd	0.45	10000	F	88%	1%	2%	4%	6%	0%	F	0.104		0.618	11000	F	2015
<u> </u>		To From				US 3	60 Hull St	t								
W Commerce Rd	0.39	6900 From	G	88%	1%	2%	4%	6%	0%	F	0.15		0.76	7300	G	2015
7,343) 11 00	0.00	To		0070	. 70		Semmes A		070	-	<u> </u>		00	. 555	<b>O</b> .	_0.0
						03 00 1	ocinines A	ive								
		From				H	ley Rd									
7548) Snead Rd	1.23	1600	F	88%	1%	2%	4%	6%	0%	F	0.140		0.582	1700	F	2015
		To				Broad	Rock Blv	ď								
		From				WCI	Richmon	.1								
Dumbartan Dd	0.05		<u> </u>	000/	10/				00/	_	0.101		0.615	0400	_	2015
Dumbarton Rd	0.05	8700	F	88%	1%	2%	4%	6%	0%	F	0.121		0.615	9400	F	2015
		To				Br	ook Rd									
		From				Ho	okins Rd									
7553) Holly Spring Ave	0.48	4300	F	88%	1%	2%	4%	6%	0%	F	0.083		0.529	4600	F	2015
		To				Broad	l Rock Rd	l								
		_														
<u> </u>		From	<u> </u>				I-64								_	
(2555) Laburnum Ave	0.17	13000	F	98%	1%	1%	0%	0%	0%	F	0.111		0.733	14000	F	2015
$\sim$		To		·	SR 19	7 Laburnu			ve							
_		From					erlayne A	ve					_			
Laburnum Ave	0.50	17000	F	98%	1%	1%	0%	0%	0%	С	0.093		0.622	19000	F	2015
$\mathcal{L}$		To				ECL	Richmond	l								
		From									1					
Dome	0.40		<u> </u>			127-7555	Laournun	ı Ave						0500	_	004
Ramp	0.16	3500	G								0.119			3500	G	2015
<u> </u>		To	1			I-19	95 South									
		From				Willia	msburg R	d								
Darbytown Rd	0.20	5200	F	98%	1%	1%	0%	0%	0%	F	0.090		0.601	5700	F	2015
<sub>7559)</sub> Darbytown Rd	0.20	3200		JU /0	1 /0	1 /0	5 / 0	J /0	J /0		5.000		0.001	3,00	•	2010
		To				FOT	Richmond	1								

						City of Alcrilli	onu							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Richmond		From				Y								
7560) 42nd St	0.44	1200	F	100%	0%	Forest Hill Av	e 0%	0%	F	0.193	0.828	1300	F	2015
42nd St	0.77	Te	Ė	10070	0 70	Riverside Dr		070	•	7	0.020	1000	•	2010
<u> </u>		From				42nd St								
7560 Riverside Dr	1.28	1900	F_	100%	0%	0% 0%	0%	0%	С	0.19	0.861	2100	F	2015
<u> </u>		To	1			Cowardin Av	e							
<b>○</b> 14	0.07	From	<u> </u>	000/	10/	Holly Spring A		201			0.50	7000	_	0045
Maury St	0.97	7200	F	92%	1%	1% 1%	4%	0%	F	0.093	0.59	7900	F	2015
<u> </u>		From				Jeff Davis Hw								
Maury St	0.73	8900	F	92%	1%	1% 1%	4%	0%	С	0.072	0.542	9600	F	2015
<u> </u>		From				Commerce R								
Maury St	0.35	11000	F	92%	1%	1% 1%	4%	0%	F	0.074	0.57	12000	F	2015
		To From				2Nd St				_				
7561) 2nd St	0.30	670		92%	1%	Maury St 1% 1%	4%	0%	F	0.16		730	F	2015
2110 01	0.00	To	· ·	0270	1 70	Hull St	170	070	•			700	•	2010
		From	d			Boulevard								
(7562) Idlewood Ave	0.14	7100	F	96%	1%	2% 0%	0%	0%	F	0.102	0.545	7700	F	2015
7302)		To	c			Robinson St								
O		From	:			Idlewood Ave								
Robinson St	0.05	4200	F	96%	1%	2% 0%	0%	0%	F	0.090	0.619	4600	F	2015
<u> </u>		Te From			F	R-270 Grayland A	ve; Gap							
7562 Idlewood Ave	1.38	1700	F	96%	1%	2% 0%	0%	0%	С	0.092	0.559	1800	F	2015
		To			Ţ	US 1, US 301 Belvi	dere St							
		From				Williamsburg I	Rd							
Hatcher St	0.17	1700	F	98%	0%	1% 1%	0%	0%	F	0.112	0.567	1900	F	2015
		To From				Potomac Stree	et			$\Box$				
Newton Rd	0.28	1400	F	98%	0%	1% 1%	0%	0%	С	0.100	0.605	1500	F	2015
$\overline{}$		To	0			SCL Richmon	d							
_		From	iz			Meadow St								
7566) Colorado Ave	0.34	1900	F	98%	0%	1% 1%	0%	0%	F	0.088	0.545	2000	F	2015
<u> </u>		To	ic .			Lombardy St								
O		From				Jeff Davis Hw								
<sub>7567</sub> Dinwiddie Ave	1.11	980	F	98%	0%	1% 0%	0%	0%	F	0.135	0.551	1100	F	2015
<u> </u>		From	13			4th St Dinwiddie Av	Δ							
7567) 4th St	0.21	7300	F	98%	0%	1% 0%	0%	0%	F	0.087	0.681	7900	F	2015
7307)		To												
7567) 4th St	0.29	890 From	1	98%	0%	Maury St 1% 0%	0%	0%	С	0.182		960	F	2015
4th St	0.23	To	<u>-</u>	30 70	0 70	Hull St	0 70	0 70		0.102		300	'	2013
		From				4th St				1				
7567) Ramp	0.23	11000	A	99%	0%	0% 0%	0%	0%	F	0.121	0.546	12000	Α	2015
7307) * **********************************														
7567) Ramp	0.20	1600 From	Α	98%	0%	7-7567 Exit 1B to I	95 North 0%	0%	F	0.32		2000	Α	2015
ramp	0.20	То	<del>^</del>	30 /6	0 76	I-95 South	0 78	0 /6	'	0.52		2000	^	2013
		From					1.4			_				
7567) Ramp	0.42	9000		91%	1%	127-7567 Exit	6%	0%	F	0.105		9900	Α	2015
7567) Ramp	0.72	To		3170	1 /0	I-95 North	0 70	0 70		0.103		3300	^	2013
		From				SR 197 Saunders	Δve			<u> </u>				
(7568) Westwood Ave	0.71	6000	F	97%	1%	1% 0%	Ave 1%	0%	С	0.117	0.703	6500	F	2015
7500) 1150111500 7100	5.71	_		0.70	. 70					J,	0.700	3000	•	_010
O Marchand Asse	0.84	From	<u> </u>	070/	10/	SR 161 Hermitag		00/		0.105	O E 4	E200		2015
	U.84	4800	F	97%	1%	1% 0%	1%	0%	F	0.125	0.54	5200	F	2015
Westwood Ave	0.0	To	):		TIC	1 IIS 301 Chamba	lavna Arva							
Westwood Ave		To			US	1, US 301 Chamber		;						
7568) Westwood Ave	0.65		N	98%	US 0%	1, US 301 Chamber SR 161 Boulever 1% 1%		0%	N	0.114	0.763	2200	N	2015

						City o	f Richmo	nd								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Richmond		From	1.			М	eadow St									
7570 Grace St	0.31	2000	F	98%	0%	1%	1%	0%	0%	С	0.114		0.763	2200	F	2015
7570 Grace St	0.60	5500 From	F	98%	0%	1%	1%	0%	0%	F	0.096		0.671	6000	F	2015
7570) Grace St	0.92	4200 From	F	98%	0%	1%	301 Belvid 1% 9th St	lere St 0%	0%	F	0.126			4600	F	2015
		From	1:			,	25Th St				1					
7573) P St	0.54	1000 <sub>To</sub>	F	98%	0%	1%	1% wood Ave	0%	0%	F	0.102		0.577	1100	F	2015
Oakwood Ave	0.54	2300 To	F	98%	0%	1%	P St 1% hmond Rd	0%	0%	F	0.101		0.521	2500	F	2015
7573) Richmond Rd	0.65	3500	F	98%	0%	Oal 1%	wood Ave	0%	0%	F	0.097		0.545	3800	F	2015
<u> </u>		To	):			ECI	Richmond	l								
Parkwood Ave	0.65	3400	F	98%	0%	1%	eadow St 1%	0%	0%	F	0.13			3700	F	2015
Cumberland St	0.40	9500 From	F	98%	0%	1%	1%	0%	0%	F	0.105			10000	F	2015
		10	):				lvidere St									
Westbrook Ave	0.08	7000	F	98%	0%	1%	mitage Rd 1%	0%	0%	F	0.096		0.877	7600	F	2015
Westbrook Ave	0.86	5000 From	F	98%	0%	1%	Off Ramp 1% rook Rd	0%	0%	F	0.108		0.528	5400	F	2015
		From	1.				Hull St				1					
21st St	0.07	820	F	88%	10%	1%	1% ecatur St	1%	0%	F	0.150			890	F	2015
Decatur St	0.13	810	F	88%	10%	1%	21st St 1%	1%	0%	F	0.141		0.892	880	F	2015
	0.50	From		000/			erson Davis		201	_			0.510	4500		2015
Decatur St	0.59	1400	F	88%	10%	1% Cor	1% nmerce Rd	1%	0%	F	0.111		0.513	1500	F	2015
Decatur St	0.35	1100	F	88%	10%	1% 2	1% nd Street	1%	0%	F	0.12		0.592	1200	F	2015
7578) Cofer Rd	0.97	4100 To	F	88%	10%	1%	ppkins Rd 1% Davis Hwy	1%	0%	F	0.096		0.595	4500	F	2015
7579 Leigh St	0.08	1300	N	88%	10%	1%	22nd St 1%	1%	0%	N	0.086		0.634	1400	N	2015
Leigh St	0.72	1300 From	F	88%	10%	Jefi 1%	ferson Ave 1%	1%	0%	F	0.086		0.634	1400	F	2015
Glenwood Ave	0.34	1200 From	F	88%	10%	1%	35th St 1% ernment Ro	1%	0%	F	0.102		0.505	1300	F	2015
7580) Bellevue Ave	0.85	2200	F	88%	10%		mitage Rd	1%	0%	F	0.104		0.607	2400	F	2015
		From	1				berlayne A oulevard	ve								
Robin Hood Rd	0.51	16000	F	88%	10%	1% I-95	1% On Ramp	1%	0%	F	0.086		0.512	17000	F	2015
O Barri	0 10	From				127-758	2-E000A R	lamp	_		0.1.1			F100	^	00:5
7582 Ramp	0.10	5100	G			I-	95 South				0.118			5100	G	2015

						City of Rich	mond							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	QC	K Factor	QK Dir Facto	r AAWDT	QW	Year
City of Richmond														
		From	<u> </u>			Broad S							_	
<sub>7583</sub> Chimborazo Blvd	0.56	810	F	88%	10%	1% 1%		0%	С	0.098	0.521	880	F	2015
			l			Oakwood A								
7584 Terminal Ave	1.03	3000	F	97%	10/	Jeff Davis I		09/	С	0.097	0.576	2200	F	2015
(7584) Terminal Ave	1.03	3000 To	┌╌	97%	1%	1% 0% Belt Blv		0%	C	0.097	0.576	3300	Г	2015
		From								_				
7585) 31st St	1.20	2700	F	97%	1%	Broad Str 1% 0%		0%	F	0.087	0.609	2900	F	2015
(7585) 31st St	1.20	<b>2700</b>	Ė	31 /6	1 /0	Nine Mile		0 /6		0.007	0.003	2300	'	2013
		From	l——		CD			1		-				
7586) Brookland Pkwy	0.83	6200	F	98%	1%	161 Hermitage R 1% 0%		0%	F	0.11	0.507	6800	F	2015
7586) Di Gornaria i iii)	0.00	0200		0070	1 /0			070	•		0.007	0000	•	20.0
Drackland Dark Dlvd	0.00	From	ᄂ	000/	10/	Brook R		00/	F	0.004	0.501	0100	F	2015
<sub>7586</sub> Brookland Park Blvd	0.23	8400	F	98%	1%	1% 0%	6 0%	0%	Г	0.094	0.581	9100	Г	2015
<u> </u>		From				Chamberlayn								
<sub>7586</sub> Brookland Park Blvd	1.01	8900	F	98%	1%	1% 0%	6 0%	0%	С	0.087	0.598	9700	F	2015
		To From				Richmond-Henr	ico Tpke							
(7586) Brookland Park Blvd	0.56	7300	F	98%	1%	1% 0%	6 0%	0%	F	0.091	0.617	8000	F	2015
$\overline{}$		To From				Dill Ave								
7586 Dill Ave	0.40	5400	F	98%	1%	Brookland Par 1% 0%		0%	С	0.100	0.56	5800	F	2015
(7586) Dill Ave	0.40	<b>3400</b> To		90 /6	1 /0	NCL Richn		0 /6		0.100	0.50	3600	'	2013
		From												
7587) 25th St	0.22	5100	F	98%	1%	Main St 0% 1%		0%	С	0.096	0.502	2 5800	F	2015
25th St	0.22	3100		30 /6	1 /0			0 /6	0	0.030	0.302	. 3000	'	2013
O 2511 O:		From				Broad S								
<sub>7587</sub> 25th St	0.76	4200	F	98%	1%	1% 0%		0%	F	0.099	0.535	4600	F	2015
						SR 33 Nine M								
Occarbana de Acca	0.00	From	ᄂᢩ	000/	10/	Hermitage		00/		0.007	0.514	0000	_	0015
<sub>7588</sub> Overbrook Ave	0.90	2000	F	98%	1%	1% 0%	6 0%	0%	F	0.097	0.514	2200	F	2015
<u> </u>		To From				US 1 Chamberla								
(7588) Overbrook Ave	0.61	5000	F	98%	1%	1% 0%		0%	F	0.097	0.514	5400	F	2015
		To				North Av	ve							
$\sim$		From				Boulevar								
<sub>7590</sub> Leigh St	0.59	7800	F	98%	1%	1% 0%	0%	0%	С	0.103	0.519	8500	F	2015
<u> </u>		To From				Hermitage	Rd							
7590 Leigh St	0.72	8400	F	98%	1%	1% 0%	6 0%	0%	F	0.101	0.541	9100	F	2015
<u> </u>		To				Harrison								
(7590) O St	0.10	From	F	98%	1%	SR 33 Mosby St 1% 0%		0%	F	0.131	0.505	1100	_	2015
(7590) O St	0.10	970 To		JU 70	1 70	Carrington		U-76	Г	0.131	0.595	1100	F	2013
		From				O St	. Ul							
7590) Carrington St	0.38	100	F	98%	1%	1% 0%	6 0%	0%	F	0.117	0.56	110	F	2015
$\bigcirc$		То				N 25th S	t							
		From				Lombardy	St							
(7592) Admiral St	0.18	3400	F	98%	1%	1% 0%		0%	F	0.095	0.556	3700	F	2015
$\bigcirc$		To				Brook R	d							
7592 School St	0.29	4500	F	98%	1%	1% 0%		0%	F	0.101	0.531	4900	F	2015
		To				Chamberlayn								
<del></del>		From				US 60, US 360								
7593) 14th St	0.21	13000	F	98%	1%	1% 0%		0%	F	0.085	0.688	14000	F	2015
		То				US 250 Bros								
		From				Cary St								
(7595) 9th St	0.22	10000	F	98%	1%	1% 0%		0%	F	0.127		11000	F	2015
		To								<u> </u>				
(7595) 9th St	0.08	7900	F	98%	1%	Grace S 1% 0%		0%	F	0.123		8600	F	2015
(7595) 9th St	0.00	7 <b>300</b> To		JU /0	1 /0			U /0	- '	0.123		0000	į	2013
			<u> </u>			Broad S	ı							

City of Richmond								City of Rich	mona							
Total   Part	Rou	ute	Length	AADT	QA	4Tire	Bus				QC		OK	AAWDT	QW	Year
Page   19th St   0.23   7100   F   98%   1%   1%   0%   0%   0%   0%   F   0.107   7700	v of Ric	chmond														
	Oth	C+	0.22		╚	Ω00/	10/			Nº/		0.107		7700	F	2015
See   Azalea Ave   0.13   16000   F   98%   1%   1%   0%   0%   0%   0%   F   0.097   0.582   1800	95) 9111	Si	0.23	7 100 To	Ė	90%	1 70			0%	Г	0.107		7700	Г	2015
Mostpart   Mostpart				From								Ī				
Feel Richmond   Feel Richmon	Aza	alea Ave	0.13	16000	F	98%	1%			0%	F	0.097	0.582	18000	F	2015
Westgate Dr	96) / 1.24		00	То	Ė	0070	. , ,			0,0	•		0.002	.0000	•	_0.0
F   98%   1%   0%   0%   0%   0%   F   0.095   0.608   700				From				Huguenot	Rd							
Chambertayer Ave   Chambertaye	97) Wes	stgate Dr	0.51	640	F	98%	1%			0%	F	0.095	0.608	700	F	2015
Lombardy St   0.49   740   F   98%   1%   0%   0%   0%   0%   F   0.102   0.600   2600	)			To				Cedar Gro	ve							
Mosby St   0.14   6300   F   98%   1%   0%   0%   0%   0%   F   0.115   0.566   6800				From				Chamberlayn	e Ave							
Nosby St   0.14   6300   F   98%   1%   0%   0%   0%   0%   F   0.115   0.566   6800	98) Ladi	lies Mile Rd	1.39	2400	F	98%	1%	0% 0%	6 0%	0%	F	0.102	0.600	2600	F	2015
Mosby St	<u>ر</u>			To	1			Meadowbrid	ge Rd							
MILKine Bridge   Name   Name	_															
Family   F	<sub>99</sub> Mos	sby St	0.14	6300	F	98%	1%			0%	F	0.115	0.566	6800	F	2015
Mechanics   Type   Type	_			To From												
Fairfield Ave	Med	chanicsville Tpke	0.42	8300	F	98%	1%			0%	С	0.102	0.643	9000	F	2015
Colorado Ave   Colo	<u> </u>			To												
Combardy St				From												
Total   Colored Ave   Parkwood Ave	o1) Lor	nbardy St	0.49	740	F	99%	1%			0%	F	0.085	0.612	800	F	2015
Combardy St   0.86   6400   F   99%   1%   19%   0%   0%   0%   0%   0 0 0 0 0 0 0 0	ノ			To												
Colorado Ave	\	abardy Ct	0.00		<u> </u>	000/	40/			001			0.500	0000	_	0015
Colorado Ave	01) Lom	nbardy St	0.86	6400		99%	1%	1% 0%	· 0%	υ%	C	0.092	0.503	6900	F	2015
Note	<u> </u>			From												
Chamberdy St   Cham	<sub>01</sub> ) Lom	nbardy St	0.49	7500	F	99%	1%	1% 0%	6 0%	0%	F	0.086	0.528	8200	F	2015
Chamberlayne Ave   Chamberlayne Ave   Chamberlayne Ave   Chamberlayne Ave   Colorado Ave   Col				To From					d							
1.49   3800   F   95%   1%   1%   1%   1%   0%   F   0.083   0.501   4100	<sub>01</sub> ) Lom	nbardy St	0.35	5200	F	99%	1%	1% 0%	6 0%	0%	F	0.089	0.576	5600	F	2015
Region   R				To	1			Chamberlayn	e Ave							
Total   Company   Compan	`				<u> </u>	254				221						
Hermitage Rd   1.16   10000   F   95%   1%   1%   1%   1%   0%   C   0.093   0.535   1100	<sub>03</sub> ) Mea	adow St	1.49	3800 To	F	95%	1%			0%	F	0.083	0.501	4100	F	2015
Feb   Fairmount Ave   Fairmo				From												
Robin Hood Rd   Robin Hood R	(03) Heri	mitage Rd	1.16	10000	F	95%	1%			0%	С	0.093	0.535	11000	F	2015
Hermitage Rd	<u>س</u>			To	_			Pohin Hoo	1 D.4			—				
Ramps from I-95   Prom   Pro	Meri	mitage Rd	0.12	6500 From	F	95%	1%			0%	F	0.101	0.934	7100	F	2015
Hermitage Rd   0.20   2000   F   95%   1%   1%   1%   1%   0%   F   0.104   0.549   2200	03)	ge vie	****	т-											-	
Prom   127- 7608 Venable St   1200   Prom   1200   Pr	Hari	rmitage Rd	0.20	2000		95%	1%			n%	F	0 104	0 549	2200	F	2015
Prome   127-7608   Venable St   129-7608	03) 1 1611	ago i la	0.20		Ė	JJ /0	1 /0			0 /0	-	0.104	0.543	2200	'	2010
7605) 22nd St				From	1											
SR 33 Fairmont Ave	05) 22n	nd St	0.30		F	95%	1%			0%	F	0.087	0.542	850	F	2015
From	<u> </u>			То												
To Fairfield Ave    From   North Ave								Fairmount .	Ave						_	
North Ave   Nort	<sub>05</sub> ) 22n	nd St	0.52	1100	F	95%	1%			0%	F	0.095	0.608	1200	F	2015
7606 Dove St 0.23 <b>3500 F</b> 95% 1% 1% 1% 1% 0% F 0.083 0.504 3800    To Street	_			То	1											
Richmond-Henrico Tpke     Richmond-Henrico Tpke     Richmond-Henrico Tpke     Richmond-Henrico Tpke     Richmond-Henrico Tpke     Richmond-Henrico Tpke     Richmond-Henrico Tpke   Richmond-Henrico	\		0.00		<u> </u>	0501	401			201			·	2022		
7606 Dove St 0.28 2800 F 98% 1% 1% 0% 0% 0% F 0.096 0.519 3100   To 2nd Ave	Dov	re St	0.23	3500	_ F	95%	1%	1% 1% 	o 1%	0%	F	u.083 	0.504	3800	F	2015
Tell   2nd Ave	<u> </u>			From												
Venable St 0.20 5100 F 98% 1% 1% 0% 0% 0% C 0.087 0.559 5600 Mosby St 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	06) Dov	ve St	0.28	2800	F	98%	1%			0%	F	0.096	0.519	3100	F	2015
Venable St 0.20 <b>5100 F</b> 98% 1% 1% 0% 0% 0% C 0.087 0.559 5600 Mosby St 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 0% 0% 0% F 0.094 0.562 3600 Mosby St 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	_			То	1											
Tal Mosby St	`		0.00		ليا	0001	401			201	_			F000	_	00:-
7608) Venable St 0.45 <b>3300 F</b> 98% 1% 1% 0% 0% 0% F 0.094 0.562 3600	08) Ven	nable St	0.20	5100	_F	98%	1%	1% 0%	0%	0%	C	υ.087 	0.559	5600	F	2015
				To From											_	
To 25Th St	<sub>08</sub> ) Ven	nable St	0.45	3300	F	98%	1%			0%	F	0.094	0.562	3600	F	2015
				То	1											
From I-95 Overpass	\				<u> </u>	0=-:										
7609) 5th St 0.20 <b>4700 F</b> 97% 2% 0% 0% 0% 0% F 0.123 0.740 5100	<sub>09</sub> 5th	St	0.20	4700	F	97%	2%			0%	F	0.123	0.740	5100	F	2015
193 Overpass	) > =::			To				25Th St I-95 Overp	ass					5100	F F	

						City of Rich	mond							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Richmond			ı											
Eth Ct. Dawan Ava	0.00	4F00	ᆫ	070/	20/	Hospital S		00/	Г		0.60	4000	г	001E
5th St; Rowen Ave	0.36	4500	F	97%	2%	0% 0%	0%	0%	F	0.098	0.62	4900	F	2015
		To From				4th Ave								
(7609) Rowen Ave; 1st Ave	0.28	2300	<u>_F</u> _	97%	2%	0% 0%		0%	F	0.098	0.62	2500	F	2015
<u> </u>		To				2nd Ave								
7609) 2nd Avenue	Λ 10		F	97%	2%	Rowen Ave; 1		0%	F	0.098	0.60	620	F	2015
2nd Avenue	0.18	570		9770	270	0% 0%	0%	0%	Г	0.096	0.62	020	Г	2015
		To From				Willow S	t							
7609) 2nd Avenue	0.34	1100	F	97%	2%	0% 0%	0%	0%	F	0.103	0.567	1200	F	2015
$\stackrel{\smile}{-}$		To From				1st Ave				$\neg$				
2nd Avenue	0.28	1800	F	97%	2%	0% 0%	0%	0%	F	0.098	0.676	1900	F	2015
7009)														
Manadau daida Bd	0.04	From	<u> </u>	070/	00/	Brookland Pk		00/			0.54.4	0000		0045
(7609) Meadowbridge Rd	0.91	3600	F	97%	2%	0% 0%		0%	С	0.097	0.514	3900	F	2015
<u> </u>		10				NCL Richm	ond							
		From				127-7609 5t	h St							
7 <sub>609</sub> ) Ramp	80.0	1900	G							0.202		1900	G	2015
$\smile$		To				I-64 Wes	t							
		From				21St								
7610) Jefferson Ave	0.32	5100	G	97%	2%	0% 0%	0%	0%	F	0.095	0.657	5500	G	2015
		To				25Th St	- / -							
		From					0.4			<del>- i</del>				
Ctony Doint Dd	0.00		╚	000/	10/	Huguenot 1		00/			0.510	6700	_	2015
Stony Point Rd	0.26	6200	F	99%	1%	0% 0%		0%	F	0.12	0.518	6700	F	2015
		From				Evansway I								
Evansway I n	0.72	4600	F	99%	1%	Stony Point		0%	С	0.127	0.623	5000	F	2015
Evansway Ln	0.72	4000	Г	99%	1 70	0% 0%	0 70	0%	C	0.127	0.623	5000	Г	2010
		From				Westgate 1	Or							
7611) Cedar Grove Rd	0.76	1600	F	99%	1%	0% 0%	0%	0%	F	0.12	0.581	1700	F	2015
$\overline{}$		To				Pondera I	)r							
		From				Pondera R								
<sub>7611</sub> ) Croatan Rd	0.52	390	F	99%	1%	0% 0%	0%	0%	F	0.153	0.504	420	F	2015
$\overline{}$		To				Cherokee l	Rd							
		From				Meadowbridg	e Rd							
7612) Magnolia St	0.96	8700	F	94%	1%	1% 3%		0%	F	0.085	0.685	9500	F	2015
7012)		To				Mechanicsville								
		From												
Williamahura Ava	0.60		G	94%	1%	1% 3%		0%	С	0.005	0.614	14000	G	2015
Williamsburg Ave	0.60	13000	G	94%	1 70	170 370	170	0%	C	0.095	0.614	14000	G	2010
		To From				Hatcher S	t			_				
7614) Williamsburg Rd	0.74	9400	F	94%	1%	1% 3%	1%	0%	F	0.089	0.536	10000	F	2015
$\mathcal{O}_{\mathcal{O}}$		To				US 60 Governm	nent St.							
		From				Main St								
7616) Orleans St	0.21	2300	G	98%	1%	1% 0%	0%	0%	F	0.112	0.659	2400	G	2015
7616) Orieans St	0.2.	To	<u> </u>	0070	1 70	Williamsburg		070	•		0.000	2.00	G	2010
										_				
<u> </u>		From	<u> </u>	000/	40/	Mechanicsville		201			0.540	<b>5000</b>	_	0045
7618 Fairfield Ave	0.20	5400	F	98%	1%	1% 0%	0%	0%	F	0.101	0.546	5900	F	2015
<u> </u>		To From				20Th St								
7618) Fairfield Ave	0.91	4100	F	98%	1%	1% 0%		0%	С	0.108	0.640	4500	F	2015
/		To				ECL Richm	ond							
<u> </u>					_					Ī			_	
		From					LL Y							
700 17th St. Oliver Hill Way	<b>0.16</b>		F	97%	1%	Fairfield W		Nº/-	$\sim$	U UOS	0 53	7000	F	2015
7619 17th St, Oliver Hill Way	0.16	7300 To	F	97%	1%	1% 1%	0%	0%	С	0.098	0.53	7900	F	2015
7619 17th St, Oliver Hill Way	0.16		F	97%	1%	1% 1% Hospital S	0%	0%	С	0.098	0.53	7900	F	2015
Lia a mital Ct		7300 To				1% 1% Hospital S 5Th St	0% St							
Lia a mital Ct	0.16	<b>7300</b>	F	97%	1%	1% 1% Hospital S 5Th St 1% 1%	0% St 0%	0%	C F	0.098	0.53	7900 5900	F	
Lia amital Ct		7300 To From 5400			1%	1% 1%  Hospital 5  5Th St  1% 1%  17Th St, Oliver 1	6 0% St 6 0% Hill Way							
7619 Hospital St	0.30	7300 To From 5400 To	F	97%	1%	1% 1%  Hospital 5  5Th St  1% 1%  17Th St, Oliver 1  SR 33 Leigh	0%  St  0%  Hill Way	0%	F	0.107	0.509	5900	F	2015
		7300 To From 5400			1%	1% 1%  Hospital 5  5Th St  1% 1%  17Th St, Oliver 1	0%  St  0%  Hill Way							2015

						City of	Richmo	ond							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK Dir Facto	AAWDT	QW	Year
City of Richmond															
		From					aker St							_	
( <sub>7621)</sub> St James St, North Ave	0.70	1100	F	97%	1%	1%	1%	0%	0%	F	0.088	0.602	2 1200	F	2015
<u> </u>		T <sub>e</sub>				]	Poe St								
(7621) North Ave	0.79	7500	F	96%	3%	1%	0%	0%	0%	F	0.093	0.503	8100	F	2015
		T				D 11	15 15				_				
Nicosile Acce	4.04	Fron		000/	00/		nd Park E		00/	_	0.000	0.54			-0045
(7621) North Ave	1.64	5100	_ <u>F</u> _	96%	3%	1%	0%	0%	0%	С	0.090	0.54	1 5600	F	2015
<u> </u>		Te	n-			Chamb	erlayne A	ve							
		Fron	n:			Но	spital St								
7623) Valley Rd	0.41	2500	F	99%	0%	0%	0%	0%	0%	F	0.118	0.642	2 2700	F	2015
		To	):			Richmono	d-Henrico	Tpke							
		Fron	1:			Va	alley Rd								
7623) Richmond-Henrico Tpke	1.18	2400	F	99%	0%	0%	0%	0%	0%	С	0.107	0.595	5 2600	F	2015
		T				D 11	15 15								
Distance and Henrice Tests		Fron	<u></u>	000/	40/		nd Park E		00/		0.400	0.50	7 4000	_	0045
( <sub>7623</sub> ) Richmond-Henrico Tpke	0.29	1500	F	99%	1%	0%	0%	0%	0%	F	0.100	0.567	7 1600	F	2015
<u> </u>		T <sub>e</sub>				Glad	Istone Ave				$\neg$ —				
7623) Richmond-Henrico Tpke	0.45	1600 From	F	99%	1%	0%	0%	0%	0%	С	0.102	0.535	5 1800	F	2015
7020)		To	):		. , •		Richmon		- / 0			3.300		-	_0.0
		Fron					erlayne Pk							_	
7625) Brook Rd	0.70	7800	F	98%	1%	1%	0%	0%	0%	С	0.125	0.648	8400	F	2015
$\smile$		To				Lon	nbardy St				¬				
7625) Brook Rd	0.66	10000	F	98%	1%	1%	0%	0%	0%	F	0.118	0.747	7 11000	F	2015
7625 Brook Rd	0.00	10000	r	30%	1 70	1 70	U 70	U 70	U 7/0	Г	0.116	0.74	11000	ı-	2013
		To From				Brookla	ınd Park E	Blvd							
7625) Brook Rd	0.85	9800	F	99%	0%	0%	0%	0%	0%	С	0.123	0.696	11000	F	2015
7023)															
$\overline{}$		Fron	1				ırnum Ave								
<sub>7625</sub> ) Brook Rd	1.18	11000	F	99%	0%	0%	0%	0%	0%	F	0.116	0.628	3 12000	F	2015
$\bigcirc$		To	):			NCL	Richmon	d							
		Fron	١٠			(	Cary St								
7627 Crenshaw Ave	0.25	360	F	99%	0%	0%	0%	0%	0%	F	0.151		400	F	2015
Grensnaw Ave	0.20	To		0070	0 70			0 70	0 70	•			100	•	2010
						GI	ove Ave								
		Fron	1:				vood Ave								
(7629) Thompson St	0.08	13000	F	99%	0%	0%	0%	0%	0%	F	0.098	0.57	5 14000	F	2015
$\bigcirc$		Te				[7].	arid Aria								
Thompson Ct	0.00	14000	F	99%	0%	0%	oyd Ave 0%	0%	0%	F	0.117		15000	F	2015
7629 Thompson St	0.89	14000		9970	076			0%	076	F	0.117		13000	Г	2015
		To	1			В	road St								
North		Fron	1:			127-7629	9 Thomps	on St							
7629) Ramp	0.09	14000	G								0.114		14000	G	2015
		To	):			I-1	95 North								
		in the second									-				
<u> </u>		Fron	<u> </u>				Cary St		.=	_		- <u>-</u> .		_	
7631) Hamilton St	0.13	1400	F	94%	2%	2%	1%	2%	0%	F	0.092	0.573	3 1500	F	2015
$\smile$		Т.	2			El.	oyd Ave								
7631) Hamilton St	0.12	4900 From	F	94%	2%	2%	1%	2%	Nº/	F	0.092	0.573	3 5300	F	2015
(7631) Hamilton St	0.12	4500		J4 70	<b>4</b> 70	∠ 70	1 70	∠70	0%	Г	0.092	0.373	3300	ı-	2015
		To From	1:			Gr	ove Ave								
7631) Hamilton St	0.60	2100	F	94%	2%	2%	1%	2%	0%	F	0.105	0.64	5 2300	F	2015
	-	-													
<u> </u>		From					ument Av			_					
<sub>7631</sub> ) Hamilton St	0.14	2500	F	94%	2%	2%	1%	2%	0%	F	0.114		2800	F	2015
$\smile$		Te				Ţ 10	95 Ramp								
Hamilton St	0.10	From	E	049/	20/			20/	00/		0 114		11000	F	2015
7631) Hamilton St	0.13	10000	F	94%	2%	2%	1%	2%	0%	F	0.114		11000	г	2015
		To From	).			В	road St								
7631) Hamilton St	0.61	3100	F	94%	2%	2%	1%	2%	0%	С	0.114	0.66	1 3400	F	2015
7031)		T. T.	):	/ 0	-/-		twood Av				——————————————————————————————————————	0.00	2.00	•	_5.0
		Fron				127-763	1 Hamilto	n St							
<sub>7631</sub> ) Ramp	0.09	6200	G								0.158		6200	G	2015
$\bigcirc$		To	):			I-1	95 South								
•			-												

						0.1, 0	11011111011								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Richmond		From				127 7621	Hamilton	C+							
Ramp	0.10	4700	G			127-7031	Hamilton	31			0.125		4700	G	2015
		Tr	·			I-195	North								
		Fron				Grov	ve Ave								
Roseneath Rd	0.76	1600	F	94%	2%	2%	1%	2%	0%	F	0.114	0.622	1700	F	2015
<u> </u>		To				Bro	oad St								
O Desta Ot	0.40	From	<u> </u>	0.40/	00/		nolia St	00/	00/			0.040	4000	_	0045
Rady St	0.49	3900 <sub>то</sub>	J-F	94%	2%	2%	1%	2%	0%	F	0.084	0.649	4300	F	2015
		Fron					1 Ave								
Westmoreland St	0.25	2000	F	94%	2%	2%	ry St 1%	2%	0%	F	0.14	0.658	2200	F	2015
Westmoreland St	0.20	2000		0470	270			270	0 70			0.000	2200	•	2010
(639) Westmoreland St	1.04	2500 From		94%	2%	Grov 2%	ve Ave 1%	2%	0%	F	0.12	0.674	2700	F	2015
Westmoreland St	1.04	<b>2500</b>	┲	34 /0	2 /0		ad St	Z /0	0 /6	-	-0.12	0.074	2700	'	2010
		Fron	.1								1				
Libbie Ave	0.29	5600		99%	0%	0%	ry St 0%	0%	0%	F	0.079	0.73	6100	F	2015
2.00.00 7.00	0.20	- T-	<u>.</u>		0 70			0 / 0	070			0.70	0100	•	2010
Libbie Ave	0.72	10000	1	99%	0%	Grov	ve Ave 0%	0%	0%	С	0.084	0.535	11000	F	2015
Libbie Ave	0.72	To	┲	33 /6	0 /6		Richmond	0 /0	0 /6		0.064	0.555	11000	'	2010
		Fron					ry St								
Maple Ave	0.57	1900		98%	1%	1%	0%	0%	0%	С	0.118	0.595	2000	F	2015
043)		To			- , -		rie Ave							•	
		Fron				Map	le Ave								
<sub>643</sub> Guthrie Ave	0.12	890	F	98%	1%	1%	0%	0%	0%	F	0.127	0.66	970	F	2015
<u> </u>		To				Libb	ie Ave								
○ <b>-</b> 1		From	<u> </u>				ry St							_	
Three Chopt Rd	0.60	12000	F	98%	1%	1%	0%	0%	0%	С	0.097	0.593	13000	F	2015
$\overline{}$		To From					ana Rd								
Three Chopt Rd	0.79	8800	F	98%	1%	1%	0%	0%	0%	F	0.094	0.549	9600	F	2015
<u> </u>		Fron					ver Ave								
Three Chopt Rd	0.35	13000	F	98%	1%	1%	0%	0%	0%	F	0.093	0.501	14000	F	2015
<u> </u>		To	1			WCL R	Richmond								
~ ··· - · · · - · ·		Fron					cins Rd							_	
Warwick Rd	0.74	9500	F	96%	2%	1%	1%	1%	0%	С	0.092	0.51	10000	F	2015
			1			SR 10 Broa		lvd							
Willow Lawn Dr	0.29	Fron		99%	0%	Patters 0%	son Ave	0%	0%	С	0.099	0.545	6700	F	2015
VIIIOW LAWIT DI	0.29	6100	┌╴	99%	076		Richmond	076	076	U	0.099	0.545	6700	Г	2013
		Fron	.1		DI	JVAL STRE		N DD			1				
Ramp	0.03	840	G		DC	VALSIKE	EEI BROC	JK KD			0.124		840	G	2015
9006)1141119	0.00	To			US 01-	-N093A FR0	OM BROO	OK ROA	AD		1		040	u	2010
		Fron	d				rett St				i				
13th St		NA				EVC	icu si				NA		NA		
		To				Stock	kton St								
		Fron				Bro	ad St				ĺ				
1st St		2800	F								0.091		3100	F	2015
		To				Mars	shall St								
4 + 0		Fron	<u> </u>			Ma	ain St						0500	_	00:
1st St		2300 <sub>To</sub>	F				C+				0.108		2500	F	2015
		10	1				ry St								
OOth Ctrast		Fron				T S	Street						N I A		
20th Street		NA To				11.0	Street				NA		NA		
		Fron													
24th St						R	R St				0.097	0.510	480	F	2015
24tii 3t		440				Faine	aunt Arra				0.097	0.510	400	1.	2015
			<u>I</u>			rairmo	ount Ave								

Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Richmond	From	1			Alder St									
3rd Avenue	950	F			Aluel St				0.095		0.6	1000	F	2015
	To				Chestnut St									
	From				Cary St									
Addison St	NA To				Main St				NA			NA		
	From	1			Damley Dr									
Archale Rd	NA				Danney Di				NA			NA		
	To				Abbey Rd									
	From	<u> </u>			Dupont Ave								_	
Atlantic Ave	180	F			Navarone Ave				0.126		0.58	190	F	2015
	From	l			Henri Rd									
Bay St	270	G	97%	2%	1% 0%	0%	0%	С	0.224		0.65	270	G	2015
,	To				Somerset Ave									
	From				Commerce Rd									
Bells Rd	5000	G	79%	1%	4% 3%	14%	0%	F	0.093		0.723	5500	G	2015
	То	1			Deepwater Termina	l Rd								
Belmont Ave	2500	G	98%	1%	Stuart Ave	0%	0%	С	0.09		0.527	2500	G	2015
Delinont Ave	<b>2300</b>	<u> </u>	90%	1 70	Kensington Ave		076		0.09		0.527	2500	G	2013
	From				SCL Richmond									
Belmont Rd	6100	F			SCE Ricillion				0.096		0.532	6700	F	2015
	To	1			Walmsley Blvd									
	From				Sheridan Lane									
Boroughbridge Rd	1100	F							0.110		0.527	1200	F	201
	To	1			Tilford Rd									
Britannia Rd	210				Dorset Rd				0.122		0.632	230	F	201
Dillalilla nu	<b>210</b>	Ė			Lauradale Ln				0.122		0.032	230	1	201
	From				Flood Wall									
Byrd St Alley	460	G	97%	1%	1% 0%	0%	0%	С	0.136		0.706	460	G	201
	To	1			Virginia St									
	From				Sheridan Ln									
Byswick Ln	NA								NA			NA		
	То	1			Bassett Ave									
Caldwell Ave	420	F			Falling Creek Av	ve .			0.106		0.515	450	F	201
Odluwell Ave	<b>420</b>	Ė			Pate Ave				0.100		0.515	430		201
	From				Creedmore St									
Carlisle Ave	1000	F	96%	3%	1% 0%	0%	0%	С	0.098		0.553	1100	F	2015
	To From				Central Ave									
Carlisle Ave	990	G			Government Ro	l			0.097		0.567	990	G	2015
oamsie 71ve	To	Ť			Creedmore St				0.007		0.007	000	ď	2010
	From	1			Parker St									
Carlisle St	1700	G							0.11		0.530	1700	G	201
	To	1			Government Ro									
	From				24Th St							_	_	
Carrington St	<b>70</b>	F			OFFE C				0.137			70	F	201
		1			25Th St									
Cary St	4200	F			9Th St				0.094			4500	F	201
Jary Ji	<b>4200</b>				14Th St				0.034			7000		2013
	From	1			Dale Ave				i					
Castlewood Rd	2500	F			_ 11.0				0.093		0.649	2700	F	2015
	To				Lancelot Ave									

					, -									
	Length AADT	QA	4Tire	Bus		Truck- 3+Axle 1T		QC I	K actor	QK	Dir Factor	AAWDT	QW	Yea
v of Richmond	From:				Legi	ions Ave								
Chapel Dr	1400	G							0.093		0.553	1600	G	201
	To				Bur	ndy Ave								
	From				Cher	rokee Rd			]					
Cheyenne Rd	120	F				ıma Rd			0.126		0.588	130	F	201
	From								+					
Clarendon Dr	90	F			Banis	ster Lane			 0.118		0.667	100	F	201
	To				Chan	ning Lane							·	
	From:				Walm	ısley Blvd								
Commerce Rd	4300	F							0.108		0.846	4600	F	201
	To					nton Ave			<u> </u>					
Confodorato Ava	From:				Chat	tham Rd					0.500	E00	_	201
Confederate Ave	480	F			Glove	chester Rd			0.116		0.508	520	F	201
	From					aska Dr			<del></del>					
Cooks Rd	840	F			Ala	waa Di			 0.131		0.508	910	F	201
	To				Allw	ood Ave			1					
	From				Nine	Mile Rd								
Creighton St	2500	F							0.085		0.522	2700	F	201
	To					lcott Pl								
B	From:				Castle	ewood Rd					0.500	400	•	004
Dale Avenue	<b>420</b>	G				US 1			0.12		0.598	420	G	201
	From								+					
Deepwater Terminal Rd		F			Ве	ells Rd			 0.113		0.892	1000	F	201
200011111111111111111111111111111111111	To	<u> </u>		Ric	hmond Des	ep Water Term	inal		7		0.002		•	_0.
	From		700/		Ве	ells Rd		_			0.755	4500	_	001
Deepwater Terminal Rd	1400 <sub>то</sub>	G	79%	1%	4%	3% 14 ep Water Term		С	0.122		0.755	1500	G	201
	From			Kit			iiidi		+					
Deloak Ave	170	F			FIO	ral Ave			 0.113		0.581	180	F	201
	To				Greys	stone Ave								
	From:				Tenn	yson Ave			1					
Derwent Rd	1100	F							0.106		0.516	1200	F	201
	To				Stans	bury Ave								
	From				Lav	veta Dr								
Deter Rd	590	F			T	salle Dr			0.107		0.575	640	F	201
	Francis								<u> </u>					
Dorchester Rd	From:	F			New	kent Rd			 0.135		0.655	210	F	201
	To	Ŀ			Bur	rton Rd			]					
	From					ldor Dr								
Dorset Rd	820	F							0.089		0.628	890	F	201
	To				Puso	ey Lane			1					
	From				Fre	ench St								
Douglasdale Rd	3300	F							0.095		0.666	3500	F	201
	To					nont Ave			<u> </u>					
Duncton Ave	300	F			41S	St Street			100		0.000	220	E	201
Dunston Ave	300 To:				Ros	ınoke St			0.123		0.829	320	F	201
	From					ary St			<del></del>					
E Lock Ln	NA					ary ot			NA			NA		
	To				Gran	dway Rd								
	From:				Boat	wright Dr								
Edgehill Rd	NA								NA			NA		
	To		_		Baı			_						

					Oity Oi	RICHINO	niu .								
Route	Length AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Richmond	From	1			K	irby Rd									
Elkhardt Ln	NA					inoy ita				NA			NA		
	To				D	ead End									
	From					Hull St									
Elkhardt Rd	6300	F								0.101		0.524	6900	F	2015
	To				Whi	tehead Rd									
- o.	From	<u> </u>			Moi	ntrose Ave									
Essex St	150	F			T.1.	1 4				0.115			160	F	2015
	From					ewood Ave				_					
Faquier Ave	620	G			Not	oway Ave				0.129		0.653	660	G	2015
raquior Ave	To:				Clar	emont Ave	:			0.123		0.000	000	ч	201
	From					rwick Rd									
Felton Rd	NA				****	I WICK KU				NA			NA		
	To				Rid	gecliff Dr									
	From				Sp	okane St									
Franklin St	210	F								0.118		0.554	230	F	2015
	To			_	Willo	w Lawn D	r								
	From					rtwood Rd									
Glyndon Ln	100	F	95%	3%	2%	0%	0%	0%	С	0.162		0.649	110	F	201
	To	<u> </u>				st Hill Ave	<u> </u>								
	From:					22nd St				<b>_</b>					
Gordon Avenue	1300	G	94%	4%	1%	0%	0%	0%	С	0.116		0.517	1300	G	2015
	10.					21st St									
Cayaramant Dd	From:	<u> </u>			P	arker St				0.004		0.500	4600	0	2011
Government Rd	4600 <sub>то</sub>	G			C	arlisle St				0.094		0.582	4600	G	201
	From					toaka Rd				<del></del>					
Granite Ave	1000	G			IVI	поака Ки				0.129		0.557	1100	G	201
	To				Tuc	kahoe Ave									
	From				Mı	ılberry St									
Hanover Ave	NA									NA			NA		
	To				Ro	binson St									
	From:				Wa	infleet Dr									
Hastings Dr	NA									NA			NA		
	To				Aţ	ache Rd									
	From:					twood Ave									
Hawthorne Ave	380	G	98%	1%	1%	0%	0%	0%	С	0.119		0.551	380	G	201
	10:					alton Ave									
Llough Acce	From:	ᆫ			Haz	elhurst Rd							0000	_	004
Hunt Ave	1900 <sub>то</sub>	F			Monde	owbridge R	o d			0.114			2000	F	201
	From						Ku .			1					
Jennie Scher Rd	2800	F			Sto	ny Run Dr				0.101		0.523	3100	F	201
ociniic ociici ria	<b>2000</b>	•			Ric	hmond Rd				0.101		0.525	3100		201
	From:					aluska Ct									
Junaluska Dr	350	F			Jun	aiuska Ct				0.121		0.553	380	F	201
	To	Ė			Blal	emore Rd				<u> </u>		0.000		•	
	From	-				rncroft Dr									
Kenmore Rd	280	F			5.0					0.107		0.522	300	F	201
	To				Kei	nmore Cir									
	From:					21st St						<del></del>			
Keswick Ave	NA									NA			NA		
	To					18th St									
	From:				W	ilton Rd									
Kingsbury Rd	220	G	98%	1%	1%	0%	0%	0%	С	0.129		0.567	220	G	201
					_	toaka Rd				_					

Route	Length AADT	ΩΔ	4Tire	Rus		Tru			QC	K	QK	Dir	AAWDT	OW	Year
	Longin AAD	Q.A.	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	70.000	Q.	roui
ty of Richmond	From					ybrook Land									
Kirby Rd	740	G	100%	0%	0% Broo	0% okhaven Rd	0%	0%	С	0.093		0.804	740	G	2015
	Fron					avis Ave									
Lakeview Ave	NA									NA			NA		
	To	1				fford Ave									
Lamb Ave	360	L	95%	4%	1%	aham Rd 0%	0%	0%	С	0.135		0.661	360	G	2015
	To	Ď	0070	.,,		ncaster Rd	0,0	0,70				0.00.		<u> </u>	
	From				I	lex Ave									
Lanewood Dr	560	F			Torr	minal Ave				0.14		0.523	610	F	2015
	From	1				atford Ave									
Lorraine Ave	170	F	98%	1%	1%	0%	0%	0%	С	0.114		0.7	180	F	2015
	To	1			Ne	wport Dr									
M St	2400	Ę.			- 2	27th St				0.095		0.602	2600	F	2015
IVI St	<b>2400</b>	┌╴			2	28th St				0.095		0.602	2600	Г	2013
	From				P	iney Rd									
Maggie Walker Ave	NA									NA			NA		
	To	1				orbin St									
Merrifield Dr	From <b>NA</b>	1			We	stower Dr				 NA			NA		
Wermield Bi	To				Hui	ntland Rd							1471		
	From				Cle	mson Ave									
Mike Rd	160	F								0.116		0.628	180	F	2015
	Tr From	1				avan Ave									
Moss Side Ave	730	F			Labı	urnum Ave				0.102		0.552	790	F	2015
	To				Her	nrico Blvd									
	From					ernment Rd									
National St	580	G	97%	2%	1%	0%	0%	0%	С	0.134		0.562	580	G	2015
	From					edmore St kenridge Ro	ı								
New Kent Rd	NA				Dicer	chinge Ke				NA			NA		
	To	9			St.	James Ct									
	From				Ja	hnke Rd						0.500	0.400	_	0045
Newell Rd	<b>2200</b>	F			Hui	ntland Rd				0.083		0.538	2400	F	2015
	From					lgrave Rd									
Nottingham Rd	130	F			541	grave rea				0.126		0.539	150	F	2015
	To				D	over Rd									
Oak Long	From 210	F			Gr	rove Ave				0 10		0.504	240	_	2015
Oak Lane	<b>310</b>	┌╌			Stra	tford Cres				0.13		0.594	340	F	2015
	From					tbrook Ave									
Old Brook Rd	3100	F	96%	2%	1%	0%	0%	0%	С	0.095		0.539	3300	F	2015
	To	1				minister Av	e								
Old Holly Rd	120	F			Hie	ckory Rd				0.141		0.537	130	F	2015
	120 Te	Ė			Oa	akleaf Rd						<u> </u>			
	From					ucester Rd									
Palmyra Ave	300	F								0.144		0.657	320	F	2015
	To	1				ament St									
Patsy Anne Dr	470				Colu	umbine Rd				0.116		0.554	510	F	2015
i aloy Allile Di	47 <b>U</b>	Ė			Dal	becca Rd				0.110		0.554	310	•	2013

					City of Riching	ли								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Richmond	From	1			Larchmont Lan	e								
Peyton Ave	280	G			Entermient Ent				0.117			300	G	2015
	To				Mardick Rd									
	From				26th St									
Phaup St	<b>NA</b>				2741- 64				NA			NA		
	From				27th St									
Pilots Ln	1200	F			North Ave				0.112		0.53	1300	F	2015
T HOLD EIT	To				ECL Richmond	i			<u> </u>		0.00	1000	•	2010
	From				W Main St									
Plum St	910	G	99%	0%	0% 0%	0%	0%	С	0.084		0.792	910	G	2015
	To				Floyd Ave									
D. II. J. O.	From	<u> </u>	2221		Dill Ave				<u>ا</u>				_	
Pollock St	630	G	99%	0%	0% 0%	0%	0%	С	0.113		0.692	630	G	2015
	From				4th Ave									
Princeton Rd	100	F			Hermitage Rd				0.118		0.704	110	F	2015
	To	Ė			Pope Ave									
	From	1			Idlewood Ave									
Ramp	NA								NA			NA		
	To				I-195 North									
	From				Rivercrest Rd									
Riverside Dr	1300	G	99%	0%	0% 0%	0%	0%	С	0.104		0.550	1300	G	2015
	10	1			Butte Rd									
C Kinglay Ava	320	F			Orlando Rd				0.127		0.544	350	F	2015
S Kinsley Ave	<b>320</b>	É			Leake Ave				0.127		0.544	330	Г	2013
	From	-			Rennie Ave									
Seminary Ave	NA				Kennie Ave				NA			NA		
	To				Westwood Ave	2								
	From	:			Franklin St									
Shafer St	460	F							0.104			500	F	201
	To	1			Grace St									
	From				Halesworth Ro									
Sherbrook Rd	340	G	96%	0%	4% 0%	0%	0%	С	0.129		0.636	340	G	201
					Cherokee Rd				<u> </u>					
Snead Rd	1100				Huth Rd				0.104		0.573	1200	F	201
Officad Flu	To	ė			Clearfield St				0.104		0.570	1200	'	201
	From	1			Robert Bruce D				Ī					
Stafford Rd	520	G	97%	1%	1% 0%	0%	0%	С	0.109		0.621	520	G	2015
	To				Forest Hill Ave									
	From				Stratford Dr									
Stanhope Avenue	220	G							0.154		0.515	220	G	2015
	To	<u> </u>			Brook Rd									
O D.d	From				Whitehead Rd						0.005	4000	_	004
Swanson Rd	1800 <sub>тс</sub>	F			Bolton Rd				0.109		0.625	1900	F	201
	From	1							<u> </u>					
T Street	NA	Щ_			20th St				NA			NA		
	Te				21st St									
	From	1			Lancaster Rd							· ·		
The Terrace	180	G	98%	1%	1% 0%	0%	0%	С	0.121			180	G	2015
	To				Norwood Ave									
	From				Weyburn Rd									
Trabue Rd	160	F							0.108		0.857	170	F	2015
	To	1			Bicknell Rd									

					-										
Route	Length AAD	ΓQA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Richmond															
		From			Che	rokee Rd								_	
Traylor Dr	330	F				1:15				0.249		0.725	350	F	2015
						nbigh Dr									
Tulip St	870	From:			Ve	nable St				0.109		0.573	940	F	2015
Tulip St	670	To:			Carr	rington St				0.109		0.573	940	F	2010
		From:				_				<u> </u>					
Wainfleet Dr	NA				Ket	tering Dr				NA			NA		
Walling Ct Di	NA.	To:			Ap	ache Rd				—i"`					
		From:				rich Rd									
Wainwright Dr	170	G			Li	ien Ru				0.113		0.737	170	G	2015
3 ·		To:			Iı	rby Dr									
		From:				nway Dr									
Wainwright Dr	270	G	96%	3%	1%	1%	0%	0%	С	0.133		0.59	270	G	2015
		To:			Bla	ndy Ave									
		From:			Yea	ırdley Dr								_	
Westower Dr	2000	F_								0.094		0.678	2100	F	2015
		10.				nerick Dr									
\\\\- a \\\\\ a a \\\\\\ a \\\\\\\\\\\\	1000	From:	000/	00/		horne Ave		00/				0.700	1000	_	001
Westwood Ave	1300	G To:	98%	0%	1%	0% ble Ave	0%	0%	С	0.104		0.729	1300	G	2015
		From:													
Whitcomb St	2200				Su	issex St				0.094		0.782	2400	F	2015
WillComb St	2200	To			Redy	wood Ave				0.094		0.762	2400	'	2010
		From:				bora Dr				1					
Whitlone Dr	NA				De	DOIA DI				NA			NA		
Williams Bi	10.1	To:			Bl	iley Rd									
		From:				toaka Rd				i					
Wilton Rd	470	F			14140	ioaka Nu				0.131		0.551	510	F	2015
		To:			Tuck	ahoe Ave									
		From:			Stock	cwood Rd				Ī					
Woodhaven Dr	700	F			2.00.					0.124		0.530	760	F	2015
		To:			Alb	erene Rd									
		From:			Wai	rwick Rd	-								-
Woodstock Rd	NA	-								NA			NA		
		To:			Ja	rvis Rd									