COMMONWEALTH of VIRGINIA DEPARTMENT of TRANSPORTATION



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



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2015

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

Glossary of Terms:

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

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

Route Shield Legend

Route Systems

North

81

Interstate Route

Interstate Route

Interstate Route

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

29) US Route

7 Virginia State Route

Frontage Road (F precedes frontage route number)

600) Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

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 Primary and Interstate Routes

		Primary and interstate R	outes										
	1		4.77	_		Trι	ıck		-00	K	Dir	4 4 1 4 / D.T.	014
Route	Jurisdiction	Length AADT QA	41ire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	North Carolina State Line	3										
(1)	Mecklenburg County	1.99 1100 G	89%	1%	1%	1%	7%	0%	С	0.118	0.649	1200	G
	To:	58-712 Paschall Rd; Palmer Spr		1 70		1 70	. 70	0 70	Ū	0.110	0.010	1200	<u> </u>
	From:	58-712 Palmer Springs Ro	-										
\bigcap 1	Mecklenburg County	6.98 2000 G	92%	1%	1%	2%	5%	0%	С	0.107	0.686	2100	G
	,												
\sim	From	US 58 Big Fork	050/	40/		40/	00/	00/	_	0.44	0.505	40000	_
[1] [58]	Mecklenburg County	3.23 9500 G	95%	1%	1%	1%	2%	0%	F	0.11	0.565	10000	G
~ ~	To: From:	US 1 Southbound, Bus US 58 West	bound ramp)									
1 (58)	Mecklenburg County	0.20 6700 N	81%	1%	1%	1%	15%	1%	Ν	0.083	0.522	6500	Ν
	To:	58-780 Theater Rd											
Bus	From:	Bus US 58; 58-780 Theater	Rd										
1 58 Danville St	Mecklenburg County	0.16 5000 N	95%	1%	1%	1%	2%	0%	Ν	0.11	0.565	5400	Ν
\bigcirc	To:	SCL South Hill											
Bus	From:												
1 (58) Danville St	Town of South Hill	1.89 5000 G	95%	1%	1%	1%	2%	0%	С	0.11	0.565	5400	G
\bigcirc	To	Locust St			<u> </u>								
Bus	From:								_			=	_
1 (58) Danville St	Town of South Hill	0.28 7300 G	95%	1%	1%	1%	2%	0%	F	0.095	0.603	7800	G
* * * •	To: From:	Plank Rd			_								
Bus Carpoille St	Town of South Hill	0.09 7700 G	OE9/	10/	10/	10/	20/	00/	F	0.007	0.500	0000	_
1 (58) Danville St	Town of South Hill	0.09 7700 G	95%	1%	1%	1%	2%	0%	Г	0.097	0.563	8200	G
Bus	To: From:	Goodes Ferry Blvd											
1 58 Danville St	Town of South Hill	0.23 6600 G	95%	1%	1%	1%	2%	0%	F	0.103	0.551	7000	G
(1) (36) 24:11:110 61	To:	Mecklenburg Ave	0070	1 70	- i~	1 70	270	0 70	•	0.100	0.001	7000	<u> </u>
Bus	From:	Danville St											
1 58 Mecklenburg Ave	Town of South Hill	0.16 7600 G	96%	1%	1%	1%	2%	0%	F	0.09	0.557	8100	G
			~										
Marablanda A	From:	US 58 BUS; SR 47 Atlantic		40/	10/	40/	00/	00/	_	0.000	0.500	0000	_
Mecklenburg Ave	Town of South Hill	0.08 7700 G	96%	1%	1%	1%	2%	0%	F	0.089	0.529	8200	G
~	To: From:	Windsor St			_								
1 Mecklenburg Ave	Town of South Hill	0.58 9500 G	96%	1%	1%	1%	2%	0%	F	0.089	0.506	10000	G
	To	E Ferrell St											
1 Mecklenburg Ave	Town of South Hill		069/	10/	10/	10/	20/	00/	С	0.00	0.515	7000	G
1 Mecklenburg Ave	TOWN OF SOUTH HIII	2.26 6700 G	96%	1%	1%	1%	2%	0%	C	0.09	0.515	7200	G
	To: From:	NCL South Hill											
$\left(\begin{array}{c} 1 \end{array}\right)$	Mecklenburg County	3.54 2200 G	96%	1%	1%	1%	2%	0%	F	0.093	0.506	2300	G
\bigcirc	To:	Brunswick County Line											
~~~	From:	Mecklenburg County Lin											
Boydton Plank Rd	Brunswick County	0.57 <b>1900 G</b>	96%	1%	1%	1%	2%	0%	F	0.103	0.520	2000	G
<u> </u>	To:	12-657 Tanner Town Rd			<u> </u>								
1 Boydton Plank Rd	Brunswick County	4.32 <b>1500 G</b>	84%	1%	2%	1%	12%	0%	С	0.109	0.503	1500	G
				. 70		. /0	,5	0 / 0	J	0.100	0.000	. 500	<b>-</b>
~~	To: From:	12-644 Grandy Rd; Brunswic							_				
1 Boydton Plank Rd	Brunswick County	3.23 <b>1700 G</b>	84%	1%	2%	1%	12%	0%	F	0.106	0.5	1700	G
<u> </u>	То:	SR 46 Cochran											

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD1	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
Paveltan Dlank Del	From:	SR 46 Coc		0.40/	10/		10/	100/	00/	_	0.004	0.517	0000	_
Boydton Plank Rd	Brunswick County	1.25 3000		84%	1%	2%	1%	12%	0%	F	0.094	0.517	3000	G
Payelton Dlank Dd	From:	I-85 South of		000/	00/	10/	10/	40/	00/	F	0.100	0.500	0700	
Boydton Plank Rd	Brunswick County	0.46 <b>2600</b>		92%	2%	1%	1%	4%	0%	Г	0.106	0.502	2700	G
Paydtan Plank Pd	Tours of Alborto (Maint, 12)	SCL Albe		000/	2%	10/	10/	40/	00/	F	0.000	0.500	1500	
Boydton Plank Rd	Town of Alberta (Maint: 12)	1.55 <b>1500</b>		92%	2%	1%	1%	4%	0%	Г	0.093	0.522	1500	G
Boydton Plank Rd	Prupoviale County	NCL Albe		000/	20/	10/	10/	40/	00/	С	0.104	0.505	1500	
Boydton Plank Rd	Brunswick County	4.07 <b>1400</b>	G	92%	2%	1%	1%	4%	0%	C	0.104	0.525	1500	G
Pavidtan Blank Dd	From:	12-630 S, Stur		000/	2%	10/	10/	40/	00/	F	0.110	0.517	040	
1 Boydton Plank Rd	Brunswick County	5.39 <b>820</b> Dinwiddie Cou	mtv Line	92%	2%	1%	1%	4%	0%	Г	0.113	0.517	840	G
	From:	Brunswick Cou												
Boydton Plank Rd	Dinwiddie County	2.46 <b>1800</b>	G	95%	1%	1%	2%	1%	0%	F	0.096	0.528	1900	G
<del>~</del>	To From:	SCL McKe	nney											
Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23 <b>1800</b>	N	95%	1%	1%	2%	1%	0%	Ν	0.096	0.528	1900	Ν
<del>~</del>	To From:	SR 40 Doyle	e Blvd											
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33 <b>2000</b>	G	95%	1%	1%	2%	1%	0%	F	0.098	0.621	2100	G
<u> </u>	To From:	NCL McKe	enney			_								
1 Boydton Plank Rd	Dinwiddie County	4.05 <b>2000</b>	N	95%	1%	1%	2%	1%	0%	Ν	0.098	0.621	2100	N
<del>~</del>	To From:	26-649 Snap L	odge Rd											
1 Boydton Plank Rd	Dinwiddie County	5.65 <b>2500</b>	G	95%	1%	1%	2%	1%	0%	F	0.096	0.606	2500	G
<del>\</del>	To From:	26-627 Courth	ouse Rd			$\Box$ $\vdash$								
Boydton Plank Rd	Dinwiddie County	2.48 <b>4100</b>	G	95%	1%	1%	2%	1%	0%	С	0.093	0.596	4200	G
<del>~</del>	To From:	26-740 Turkey	Egg Rd											
1 Boydton Plank Rd	Dinwiddie County	3.61 <b>5300</b>	G	95%	1%	1%	2%	1%	0%	F	0.088	0.565	5500	G
<del>~</del>	To- From:	S 26-613 Dabne	y Mill Rd			$\neg$ $\vdash$								
1 Boydton Plank Rd	Dinwiddie County	3.09 10000	) G	95%	1%	1%	2%	1%	0%	F	0.089	0.642	11000	G
P.···	To: From:	Bus US 460 A	irport St											
Bus 1 460 Boydton Plank Rd	Dinwiddie County	1.69 14000	) G	95%	1%	1%	2%	1%	0%	F	0.087	0.603	15000	G
1) (400) 20) atom main main	Tol			0070	. , ,		_,,	. , 0	0,0	•	0.007	0.000	.0000	0.
Bus	From:	I-85 SW of Pe								_				
1 460 Boydton Plank Rd	Dinwiddie County	1.23 <b>1500</b> 0	) G	98%	0%	1%	1%	0%	0%	F	0.092	0.528	15000	G
Bus	To: From:	SR 226 Co	x Rd											
1 (460)	Dinwiddie County	0.45 <b>1200</b> 0	) A	98%	0%	1%	1%	0%	0%	С	0.104	0.558	12000	Α
$\sim$	To	WCL Peters	sburg											
Bus 1 (460) Washington St	City of Petersburg	0.40 13000		98%	0%	1%	1%	0%	0%	F	0.093	0.537	13000	G
1 460 Washington St	Oity Of Fetersburg	Summit		<i>30</i> /0	U /0	1/0	1 /0	U /0	U /0	1	0.033	0.557	13000	G

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

Supplied									Tru	ck			K		Dir		
1	Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC		QK		AAWDT	QW
Bus   Carbined Traffic Estimates for Parallel Roadways on this Route: 1800   St. 8	Bus	From:	0.10			000/	00/	10/	40/	201	00/	_	0.004		0.510	10000	
City of Petersburg   0.57   17000   G   97%   1%   1%   1%   1%   0%   F   0.08   0.548   18000   G	1 460 Washington St	City of Peterst	ourg 0.18		G	98%	0%	1% 	1%	0%	0%	F	0.091		0.518	13000	G
Bus   Cliy of Petersburg   1.08   8200   G   97%   1%   1%   1%   1%   0%   F   0.085   F   0.78   2000   G	Bus	To: From:		Elm St													
1   1   1   1   1   1   1   1   1   1	1 (460) Washington St	City of Petersh				97%	1%	1%	1%	1%	0%	F	0.08		0.548	18000	G
1	Pup	To: From:				o I ono											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000 G 97% 1% 1% 1% 1% 0% F 0.085 F 0.578 20000 G 97% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 (460) Wythe St	L City of Petersb					1%	1%	1%	1%	0%	С	0.090			8800	G
1	(1) (400)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	20000	G
1   460   Wythe St   City of Petersburg   City of		Tα	-	Perry St													
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 2000	Bus Wythe St	City of Patersh	oura 0.15		G	07%	10/-	19/-	10/_	10/_	0%	F	0 003			12000	G
Bus   State	1 460 Wyllie St	•	•									F		F	0.508		
1   260   36   Wythe St   City of Petersburg   0.20   11000   G   97%   1%   1%   1%   1%   1%   0%   F   0.095   12000   G   ALT US 301 Syx=more St   1   301   400   36   Wythe St   City of Petersburg   0.20   16000   MA		Tar				01 /0	1 70		1 /0	1 70	0 / 0	•	0.007	•	0.000	20000	u
Combined Traffic Estimates for Parallel Roadways on this Route:  ALT US 301 Synamore St  ALT US 301 Synamore St  ALT US 301 Synamore St  City of Petersburg 0.20 16000 G 97% 1% 1% 1% 1% 0% F 0.088 17000 G  Combined Traffic Estimates for Parallel Roadways on this Route:  Bus US 460 Jefferson St  City of Petersburg 0.09 4200 G 97% 1% 1% 1% 1% 0% F 0.081 0.748 4500 G  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estimates for Parallel Roadways on this Route:  NA  Combined Traffic Estima	$\sim\sim\sim$	From:				.=-/						_					
ALT Bus    ALT Bus   City of Petersburg   O.20   16000   G   97%   1%   1%   1%   1%   1%   0%   F   0.088   17000   G	1 460 (36) Wythe St	•	· ·		G	97%	1%	1%	1%	1%	0%	F					G
1   301   460   36   Wythe St   City of Petersburg   0.20   16000   G   97%   1%   1%   1%   1%   0%   F   0.088   17000   G		Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
Combined Traffic Estimates for Parallel Roadways on this Route   Bus US 460 Jefferson St	ALT Bus	To: From:	ALT U	S 301 Sycar	more St												
ALT	1 (301)(460) (36) Wythe	e St City of Petersk	ourg 0.20	16000	G	97%	1%	1%	1%	1%	0%	F	0.088			17000	G
ALT   Bus US 460 Wythe St   A200 G 97% 1% 1% 1% 1% 0% F 0.081 0.748 4500 G   A200 G 97% 1% 1% 1% 1% 1% 0% F 0.081 0.748 4500 G   A200 G 97% 1% 1% 1% 1% 1% 1% 0% F 0.081 0.748 4500 G   A200 G 97% 1% 1% 1% 1% 1% 1% 0% F 0.624 NA   A200 G 97% 1% 1% 1% 1% 1% 1% 0% F 0.624 NA   A200 G 97% 1% 1% 1% 1% 1% 1% 0% F 0.624 NA   A200 G 97% 1% 1% 1% 1% 1% 1% 0% F 0.624 NA   A200 G 97% 1% 1% 1% 1% 1% 1% 0% F 0.624 NA   A200 G 97% 1% 1% 1% 1% 1% 1% 1% 0% F 0.632 NA   A200 G 97% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%		Combined Traffic Estimates for Parallel F	•										NA			NA	
1   301   Jefferson St	ALT	To: From:															
Combined Traffic Estimates for Parallel Roadways on this Route:    ALT   Bus US 460 Par, Washington St   1 301 Jefferson St   City of Petersburg   0.26   930   G   97%   1%   1%   1%   1%   1%   0%   F   0.101   0.512   1000   G	Jefferson St	L Citv of Petersb				97%	1%	<b>1</b> %	1%	1%	0%	F	0.081		0.748	4500	G
ALT   Solid	(1) (301)				-									F			
ALT   Solition   Standard   Sta		To:	-	60 Par Wasi	hington	St											
Combined Traffic Estimates for Parallel Roadways on this Route: NA    Henry St   Henry S	ALT loffernon St	City of Potorok					10/	10/	10/	10/	00/	_	0.101		0.510	1000	G
ALT Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for Parallel Roadways on this Route: NA Combined Traffic Estimates for P	1 301 Jellerson St	,	•		G	9/%	170	170	170	170	0%	Г		_			G
ALT Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  City of Petersburg 0.05 430 G 97% 1% 1% 1% 1% 0% F 0.122 0.555 460 G 0.107 F 0.569 NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  ALT  Solidary		- F	loadways on this riodle.										0.113	'	0.701	INA	
Combined Traffic Estimates for Parallel Roadways on this Route: NA    Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Roadways on this Route: NA   Combined Traffic Estimates for Parallel Road		From:		-													-
ALT	$\{1\}\{301\}$ 3rd St	,	•		G	97%	1%	1%	1%	1%	0%	F		_		-	G
ALT   301   3rd St   City of Petersburg   0.05   430   G   97%   1%   1%   1%   1%   1%   0%   F   0.122   0.555   460   G    Combined Traffic Estimates for Parallel Roadways on this Route: NA   0.107   F   0.569   NA	<b>~</b>	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									0.104	F	0.632	NA	
Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  LUS 301 Bollingbrook St  US 301; 3RD STREET  1 301 301 36 Bollingbrook St  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  City of Petersburg  0.05 430 G 97% 0% 1% 1% 0% 0% F 0.107 0.707 4600 G  0.104 F 0.82 NA  1 301 2nd St  City of Petersburg  0.35 12000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	ALT	To: From:	US 3	301 Par, Bar	nk St												
Combined Traffic Estimates for Parallel Roadways on this Route: NA		City of Petersh	ourg 0.05	430	G	97%	1%	1%	1%	1%	0%	F	0.122		0.555	460	G
ALT US 301; 3RD STREET  1 301 301 36 Bollingbrook St City of Petersburg 0.08 4300 G 97% 0% 1% 1% 0% 0% F 0.107 0.707 4600 G Combined Traffic Estimates for Parallel Roadways on this Route: NA  1 301 2nd St City of Petersburg 0.35 12000 G 99% 0% 0% 0% 0% 0% F 0.085 0.622 13000 G		Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									0.107	F	0.569	NA	
1 301 301 36 Bollingbrook St City of Petersburg 0.08 4300 G 97% 0% 1% 1% 0% 0% F 0.107 0.707 4600 G Combined Traffic Estimates for Parallel Roadways on this Route: NA 0.104 F 0.82 NA  To US 1 Par; US 301 Par; Bollingbrook St 1 2000 G 99% 0% 0% 0% 0% 0% F 0.085 0.622 13000 G		Tα															
Combined Traffic Estimates for Parallel Roadways on this Route: NA 0.104 F 0.82 NA    To	$\sim\sim\sim\sim\sim$	nbrook St City of Petersh				97%	0%	1%	1%	0%	0%	F	0 107		0 707	4600	G
US 1 Par; US 301 Par; Bollingbrook St  1 301 2nd St  City of Petersburg  0.35 12000 G 99% 0% 0% 0% 0% 0% F 0.085 0.622 13000 G	(1) (301) (301) (36) Dolling		•		u	J1 /0	0 /0	1 /0	1 /0	0 /0	0 /0	'		F			u
(1) (301) 2nd St City of Petersburg 0.35 <b>12000 G</b> 99% 0% 0% 0% 0% 0% F 0.085 0.622 13000 G					11: 1	1.0/		<del></del>					0.104	•	0.02	INA	
	(1) (201) 2nd St	City of Petersh					0%	0%	0%	0%	0%	F	0.085		0.622	13000	G
I SCL COIOIIAI FIEIRIS I	(1) (301)2110 51	To:				30 /0	0 /0		0 /0	0 /0	0 /0	•	3.000		5.022	10000	G

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

Deste	Lordon all autono	L		4.75	D		Tru	ıck		00	K	Dir	A A \ A \ C T	- 0144
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
1)(301)Boulevard	City of Colonial Heights	NCL Peters 0.53 <b>12000</b>		99%	0%	0%	0%	0%	0%	F	0.098	0.583	13000	F
1 301 Bodievard	City of Colonial Fleights			99 /o	0 /6	0 /6	0 /6	0 /6	0 /6	'	0.090	0.363	13000	'
1)(301)Boulevard	City of Colonial Heights	Dupuy A ⁻ 0.40 <b>19000</b>		99%	0%	0%	0%	0%	0%	F	0.085	0.535	20000	F
1)(301)208.074.0	To	Westover A			0,0		0,70	0 70	0,0		0.000	0.000		
1) (301) Boulevard	City of Colonial Heights	0.33 <b>20000</b>		99%	0%	0%	0%	0%	0%	С	0.103	0.519	21000	Α
~	To	Branders Brid	lge Rd											
1)(301)Boulevard	City of Colonial Heights	0.26 23000		99%	0%	0%	0%	0%	0%	F	0.081	0.503	25000	F
<del></del>	To: From:	Temple A	ve											
1)(301)(144)Boulevard	City of Colonial Heights	0.74 <b>22000</b>	) F	99%	0%	0%	0%	0%	0%	F	0.09	0.530	24000	F
<del></del>	To: From:	Lakeview A	Ave			<u> </u>								
1)(301)(144)Boulevard	City of Colonial Heights	0.17 <b>23000</b>	F	99%	0%	0%	0%	0%	0%	F	0.088	0.517	25000	F
	To: From:	Ellerslie A												
1) (301) (144) Boulevard	City of Colonial Heights	0.19 <b>26000</b>	F	99%	0%	0%	0%	0%	0%	F	0.091	0.501	29000	F
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	Sherwood A												
1 301 144 Boulevard	City of Colonial Heights	0.62 <b>28000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	0.54	30000	G
~~~~	To: From:	NCL Colonial												
1 301 144 Jefferson Davis Hwy	Chesterfield County	0.22 22000) F	99%	0%	0%	0%	0%	0%	F	0.09	0.558	24000	F
~~	To From:	SR 144 Harrow				<u> </u>								
1 (301) Jefferson Davis Hwy	Chesterfield County	1.32 17000) F	98%	0%	1%	0%	0%	0%	С	0.091	0.572	19000	F
~ Company Design House	From	20-620 Woods		000/	00/		00/	00/	00/		0.000	0.574	40000	
1 301 Jefferson Davis Hwy	Chesterfield County	0.14 16000		98%	0%	1%	0%	0%	0%	F	0.088	0.571	18000	F
1 (301) Jefferson Davis Hwy	Chesterfield County	20-619 Happy 2.44 15000		98%	0%	1%	0%	0%	0%	F	0.087	0.535	17000	F
1 301 Jellerson Davis Tiwy	Chesterned County				0 /6	1 /0	0 /6	0 /6	0 /6	'	0.007	0.555	17000	'
1 \(\) 301 \(\) Jefferson Davis Hwy	Chesterfield County	20-618 Old Bermuda 0.90 20000		98%	0%	1%	0%	0%	0%	F	0.09	0.566	22000	F
1 301 delicison bavis riwy	To Tool			30 /0	0 70	1 70	0 70	0 /0	0 70		0.03	0.500	22000	•
1 301 Jefferson Davis Hwy	Chesterfield County	SR 10 West Hur 1.65 23000		98%	0%	1%	0%	0%	0%	F	0.094	0.615	25000	F
301) 3011 3011 3011 3011 3011	To:	SR 288		0070	0 70		070	070	070		0.001	0.010	20000	•
1 301 Jefferson Davis Hwy	Chesterfield County	1.62 17000		95%	1%	1%	1%	1%	0%	F	0.087	0.592	19000	F
,	To	20-613 Willi	ic Rd											
1 Jefferson Davis Hwy	Chesterfield County	0.64 17000		95%	1%	1%	1%	1%	0%	N	0.087	0.592	19000	N
· ·	To	SR 145 Chest	ter Rd											
1 301 Jefferson Davis Hwy	Chesterfield County	2.41 20000		95%	1%	1%	1%	1%	0%	С	0.09	0.627	22000	F
	To	SR 150 Chippenh	nam Pkwv											
1 (301) Jefferson Davis Hwy	Chesterfield County	1.17 19000		95%	1%	1%	1%	2%	0%	F	0.088	0.592	20000	F
~~~	Tor	SCL Richm	nond											

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

						Truck			K	Dir Dir		
Route	Jurisdiction	Length <b>AADT</b> (	QA 4Tir	e Bus		+Axle 1Tra		QC	Factor	QK Factor	AAWDT	Q
~ Control of the cont	From:	SCL Richmond	0.050	10/	10/	40/ 00	00/	_	0.000	0.500	10000	
1 (301) Jefferson Davis Hwy	City of Richmond		<b>G</b> 95%	1%	1%	1% 2%	0%	F	0.080	0.568	16000	(
Jofferson Davis Hung	City of Diahmand	Bellmeade Rd	A 05%	10/	19/	10/ 20/	09/	С	0.099	0.557	14000	
1 301 Jefferson Davis Hwy	City of Richmond		<b>A</b> 95%	1%	1%	1% 2%	0%	C	0.099	0.557	14000	
loffereen Devie Llung	City of Dialogue	Hopkins Rd	<b>F</b> 95%	10/	10/	10/ 00/	00/	F	0.007	0.510	20000	
1 (301) Jefferson Davis Hwy	City of Richmond		<b>F</b> 95%	1%	1%	1% 2%	0%	Г	0.087	0.516	20000	
Conversión Avia	City of Dishapper	US 360 Hull St	<b>F</b> 050	10/	10/	10/ 00/	00/		0.000	0.505	0.4000	
Cowardin Ave	City of Richmond	0.39 <b>22000</b>	<b>F</b> 95%	1%	1%	1% 2%	0%	F	0.088	0.565	24000	
~~~	To From:	Semmes Ave										
301 Lee Bridge	City of Richmond	0.76 32000	F 97%	1%	1%	0% 0%	0%	F	0.097	0.561	37000	
~~~-	To: From:	2nd St			$\Box$							
301 Belvidere St	City of Richmond	0.92 <b>27000</b>	<b>F</b> 97%	1%	1%	0% 0%	0%	F	0.093	0.547	31000	
¬ ~~~	To: From:	Franklin St										
301 Belvidere St	City of Richmond	0.15 <b>35000</b>	<b>F</b> 97%	1%	1%	0% 0%	0%	F	0.085	0.545	39000	
	To: From:	US 250 Broad St										
301 Belvidere St	City of Richmond	0.40 <b>37000</b>	<b>G</b> 97%	1%	1%	0% 0%	0%	F	0.083	0.611	41000	
	To:	Chamberlayne Ave	e									
(301) Chamberlayne Ave	City of Richmond	1.02 <b>Belvidere St</b>	<b>F</b> 97%	1%	1%	0% 0%	0%	С	0.085	0.607	24000	
301) Griambenayne 740	The state of the s		• 077	170		070 07	070	Ü	0.000	0.007	24000	
(301) Chamberlayne Ave	City of Richmond	Edge Hill Rd 0.31 <b>20000</b>	<b>F</b> 97%	1%	1%	0% 0%	0%	F	0.086	0.604	23000	
Chamberlayne Ave	City of Alchinolia			1 /0	1 /0	0/6 0/	0 /0	'	0.000	0.004	23000	
301 Chamberlayne Ave	City of Piohmand	Brookland Park Bly	<u>∕d</u> <b>F</b> 97%	1%	10/	00/ 00/	00/	С	0.093	0.633	19000	
Chamberlayrie Ave	City of Richmond	0.86 <b>16000</b>	F 9/%	5 176	1%	0% 0%	0%	C	0.093	0.632	18000	
Observational Asset	To: From:	Laburnum Ave	<b>F</b> 000	10/		00/ 00	00/		0.004	0.040	40000	
Chamberlayne Ave	City of Richmond	0.26 <b>14000</b>	<b>F</b> 98%	1%	1%	0% 0%	0%	F	0.094	0.618	16000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Claremont Ave	_		<u> </u>							
301 Chamberlayne Ave	City of Richmond	***************************************	F 98%	1%	1%	0% 0%	0%	С	0.099	0.577	17000	
	From:	Azalea Ave Chamberlayne Ave	e									
Azalea Ave	City of Richmond		F 98%	1%	1%	0% 0%	0%	F	0.093	0.549	20000	
·	То	NCL Richmond										
Brook Rd	Henrico County		G 98%	1%	1%	0% 0%	0%	F	0.095	0.587	22000	
)	To	I-95										
Brook Rd	Henrico County		G 98%	0%	1%	0% 0%	0%	С	0.09	0.729	28000	
Brook Hd	т			- 079		-,5	0,0	Ŭ	0.00	J., 20	_5000	
`` Brook Rd	Henrico County	0.72 29000	G 98%	0%	1%	0% 0%	0%	F	0.100	0.528	30000	
Brook Hd	- Figure 6		J 30 /	0 /6	1 /0	0 /0 //	0 /0	'	0.100	0.520	55000	
Prook Dd	Hongias County	Wilkinson Rd	C 000	00/	10/	00/ 00/	00/		0.100	0.550	20000	
1 Brook Rd	Henrico County	0.48 21000	G 98%	0%	1%	0% 0%	0%	F	0.100	0.558	22000	

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q)
	From:	SR 73 Parl	am Rd			1	017100	TTTGII	Ziian		1 40101	1 40101		
1 Brook Rd	Henrico County	1.42 250 0		98%	0%	1%	0%	1%	0%	С	0.09	0.553	26000	C
$\stackrel{\smile}{\smile}$	То	I-29				—								
1 Brook Rd	Henrico County	0.73 4400		98%	0%	1%	0%	1%	0%	F	0.105	0.52	47000	(
1) 210011110	-				0 70		0,0	. , 0	0 / 0	•	000	0.02		
Proof Pd	From	Virginia Cente		000/	00/	10/	00/	10/	00/	г	0.105	0.50	24000	
1 Brook Rd	Henrico County	0.38 320 0	0 G	98%	0%	1%	0%	1%	0%	F	0.105	0.52	34000	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	J.E.B. Stuart												
1 Brook Rd	Henrico County	0.60 <b>270</b> 0	0 G	98%	0%	1%	0%	1%	0%	F	0.097	0.501	29000	
~	To:	Hanover Co	_											
Mashinatas I han	From:	Henrico Cou		000/	00/	10/	00/	10/	00/	N.I.	0.007	0.504	00000	
1 Washington Hwy	Hanover County	0.47 <b>270</b> 0	0 N	98%	0%	1%	0%	1%	0%	N	0.097	0.501	29000	
	To: From:	42-656 Slidir	g Hill Rd											
1 Washington Hwy	Hanover County	1.94 <b>170</b> 0	0 G	98%	0%	1%	0%	1%	0%	F	0.093	0.527	18000	
~	Too	42-802 Lewi	stown Rd			$\neg$ $\vdash$								
1 Washington Hwy	Hanover County	0.79 <b>170</b> 0		98%	0%	1%	0%	1%	0%	F	0.091	0.512	18000	
÷) ,	T-1													
Washington Lhou	From:	SCL Asi		000/	1%	10/	10/	00/	00/		0.000	0.500	00000	
1 Washington Hwy	Town of Ashland	1.41 <b>180</b> 0	0 G	96%	1%	1%	1%	2%	0%	F	0.092	0.523	20000	
~	To: From:	Ashcak	e Rd											
1 \ Washington Hwy	Town of Ashland	0.85 <b>190</b> 0	0 G	96%	1%	1%	1%	2%	0%	С	0.097	0.563	21000	
~	To From	SR 54 Eng	land St			$\neg$ $\vdash$								
1 Washington Hwy	Town of Ashland	0.23 1600		92%	1%	1%	2%	4%	0%	F	0.085	0.502	17000	
÷)	Too	D 111	G: 1											
1 Washington Hwy	Town of Ashland	Randolph 1.94 <b>970</b>		92%	1%	1%	2%	4%	0%	С	0.101	0.522	10000	
1 Washington Hwy	TOWIT OF ASTIIAND	1.94 970	J G	92%	1 70	1 70	270	470	0%	C	0.101	0.522	10000	
<u></u>	To: From:	NCL As												
1 Washington Hwy	Hanover County	2.17 <b>810</b>	0 G	92%	1%	1%	1%	5%	0%	С	0.101	0.522	8800	
<del>~</del>	To	42-738 Gu	m Tree											
1 Washington Hwy	Hanover County	1.89 <b>710</b>		92%	1%	1%	2%	4%	0%	F	0.089	0.576	7300	
÷)	To	CD 20 V: D		1										
1 Washington Hwy	Hanover County	SR 30 Kings Domi 3.04 <b>450</b>		89%	0%	1%	2%	8%	0%	С	0.104	0.607	4600	
1 Washington Hwy	Transver County	Caroline Co	-	09 /6	0 /0	1 /0	2/0	0 /0	0 /6	C	0.104	0.007	4000	
	From:	Hanover Co	-			-								
1 Jefferson Davis Hwy	Caroline County	2.99 <b>450</b>		89%	0%	1%	2%	8%	0%	F	0.088	0.657	4600	
•	T-1	GD 207 G	1.01 1											
leffereen Devie Llun	From:	SR 207 Carm		000/	00/	10/	10/	E0/	10/	F	0.070	0.600	E000	
1 Jefferson Davis Hwy	Caroline County	6.29 <b>510</b>	0 G	92%	0%	1%	1%	5%	1%	г	0.078	0.633	5200	
<u>-</u>	To: From	16-639 Lady												
1 Jefferson Davis Hwy	Caroline County	3.06 <b>520</b>	0 G	92%	0%	1%	1%	5%	1%	F	0.087	0.566	5300	
~	To:	16-632 Cedon Ro	: Quarters F	Rd										
1 Jefferson Davis Hwy	Caroline County	2.53 <b>650</b>		92%	0%	1%	1%	5%	1%	С	0.081	0.624	6700	
1) 11 12 12 12 11 11 11 11 11 11 11 11 11	To:	Spotsylvania C		/-	- / -		. , •	- / 0	. , •	-		0.0= 1		

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT (	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
~	From:		ne County Lir											
1 Jefferson Davis Hwy	Spotsylvania County	2.61	9800	<b>G</b> 92%	0%	1%	1%	5%	1%	F	0.097	0.684	10000	G
~	To: From:	88-60	06 Thornburg											
1 Jefferson Davis Hwy	Spotsylvania County	4.25	13000	<b>G</b> 92%	0%	1%	1%	5%	1%	F	0.096	0.586	13000	C
<del>~</del>	To: From:	88-608 Mas	ssaponax Chu	rch Rd										
1 Jefferson Davis Hwy	Spotsylvania County	2.27	19000	<b>G</b> 96%	1%	1%	1%	2%	0%	С	0.087	0.572	21000	(
~ <u></u>	To: From:	US 17 1	Poor House F	Rd										
1 (17) Jefferson Davis Hwy	Spotsylvania County	1.18	54000	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.083	0.578	58000	(
	Tot		I-95			<u> </u>								
1 Jefferson Davis Hwy	Spotsylvania County	0.96		<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.081	0.513	29000	(
.)	To:	Bus US 1; SF												
~	From:	US 1 Bus; SI												
1	Spotsylvania County	1.30	28000	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.084	0.542	30000	(
~~ <u></u>	To: From:	SCL F	Fredericksbur	g										
1 ∫ Jefferson Davis Blvd	City of Fredericksburg	1.48	33000	<b>A</b> 98%	0%	1%	0%	0%	0%	С	0.096	0.627	35000	
~	То		SR 3											
Jefferson Davis Blvd	City of Fredericksburg	0.90		<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.087	0.58	30000	(
.)	To													
Jefferson Davis Blvd	City of Fredericksburg		ollege Ave 30000	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.085	0.606	32000	(
1 Jefferson Davis Blvd	Oity of Fredericksburg			<b>u</b> 5078	0 70	1 /0	0 70	0 70	0 70	'	0.005	0.000	02000	•
~ Lefferson Devile Divisi	City of Fundaminiates		ıll Hill Ave	000/	00/	10/	00/	00/	00/		0.000	0.007	00000	_
Jefferson Davis Blvd	City of Fredericksburg	0.29	27000	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.082	0.627	29000	(
Bus	To: From:	Bus US 1 l	Princess Ann	e Ave										
Jefferson Davis Blvd	City of Fredericksburg	0.11	33000	N 98%	0%	1%	0%	0%	0%	Ν	0.098	0.592	36000	-
	Tod	NGL I	F 4: -1 1	_										
Bus	From:		Fredericksbur											
1 } {17} Jefferson Davis Hwy	Stafford County	0.35	33000	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.098	0.592	36000	
<i></i>	To: From:	Bus US 17	, SR 218 Falı	mouth		$\neg$ $\vdash$								
1 Jefferson Davis Hwy	Stafford County	2.72	22000	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.104	0.720	23000	
<i></i>	To	89-676 C	Cranes Corner	· Rd										
1 Jefferson Davis Hwy	Stafford County			<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.094	0.797	19000	
.)	To	00 (20 E 1: H	"II D I D	1.01 1.01										
1 Jefferson Davis Hwy	Stafford County	89-628 Eskimo Hi 2.45		<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.109	0.754	15000	
1 Jefferson Davis Hwy	Gianora County			1 30 /6	0 /6	1 /6	0 /6	0 /6	0 /6	'	0.103	0.754	13000	
~	To: From:		687 Hope Rd										.=	_
Jefferson Davis Hwy	Stafford County	1.50	16000	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.083	0.762	17000	
~	To: From:	89-631 Coal La	ınding Rd; Be											
1 Jefferson Davis Hwy	Stafford County	1.32	16000	<b>N</b> 98%	0%	1%	0%	0%	0%	Ν	0.083	0.762	17000	1
~	To	89-610	Garrisonville	Rd										
1 Jefferson Davis Hwy	Stafford County			<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.116	0.542	32000	(
·)	To:	89-639 V	Woodstock L											

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

		Filliary						Tru	ıck			K		Dir		
Route	Jurisdiction	on Lengtl	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	89-6	39 Woodste	ock Lane			2,000	017100	TTTAII	Liian		1 40101		1 40101		
1 Jefferson Davis Hwy	Stafford Co.		30000		98%	0%	1%	0%	0%	0%	Ν	0.116		0.542	32000	N
	To	90.639	Little Fores	t Church I	D.A.											
1 Jefferson Davis Hwy	Stafford Cou		20000		98%	0%	1%	0%	0%	0%	F	0.108		0.839	21000	F
T) some some sum,	To		William C			0,0		0,0	0,0	0 / 0	•	000		0.000		•
~~	From:	Sta	fford Coun	ty Line												
1 Jefferson Davis Hwy	Prince William	County 2.15	17000	) G	98%	0%	1%	0%	0%	0%	F	0.098		0.936	18000	G
	Tron	:	6-619 Full	er Rd												
1 Jefferson Davis Hwy	Prince William	County 0.51	21000	) G	98%	0%	1%	0%	0%	0%	F	0.125		0.510	23000	G
$\bigcirc$	To	T	JS 1 Par Ma	ain St												
Fraley Blvd	Prince William		9700		98%	0%	1%	0%	0%	0%	F	0.128			10000	G
	Combined Traffic Estimates for 2 Parallel	•			98%	0%	1%	1%	1%	0%	F	0.091	F	0.654	22000	G
	To							.,.	.,.		-		-			-
Fraley Blvd	Town of Dumfries	1 (Maint: 76)	SCL Dumf 14000		97%	1%	1%	1%	1%	0%	F	0.097			14000	G
1 Fraley Blvd	Combined Traffic Estimates for 2 Parallel	,		-	97%	0%	1%	1%	1%	0%	F	0.037	F	0.605	31000	G
	Combined Trainic Estimates for 2 Parallel	noadways off this noute	. 30000	, G	97%	0%	1 70	170	1 70	0%	Г	0.075	Г	0.603	31000	G
	To:		r near Poss													
(1) Jefferson Davis Hwy	Town of Dumfries	(Maint: 76) 0.38	33000	) G	97%	1%	1%	1%	1%	0%	С	0.079		0.598	34000	G
	To: From:		NCL Dum	fries												
1 Jefferson Davis Hwy	Prince William	County 0.02	33000	) N	97%	1%	1%	1%	1%	0%	Ν	0.079		0.598	34000	N
<u> </u>	To	SR	234 Dumf	ries Rd												
1 Jefferson Davis Hwy	Prince William		42000		96%	1%	1%	1%	1%	0%	С	0.073		0.568	43000	G
	To	76.6	10 North of	f Garfield												
1 Jefferson Davis Hwy	Prince William				96%	1%	1%	1%	1%	0%	F	0.071		0.575	35000	G
1)	T							.,.	.,.		-					-
Lefferson David Llung	Drings William		Reddy Dr. 36000		^{vd} 95%	10/	10/	20/	20/	00/	С	0.001		0.847	20000	G
1 Jefferson Davis Hwy	Prince William		irfax Count		95%	1%	1%	2%	2%	0%	C	0.081		0.647	38000	G
	From:		William C	_	;											
1 Richmond Hwy	Fairfax Cou	unty 0.81	34000	) F	97%	1%	1%	0%	0%	0%	F	0.084		0.834	36000	F
	To	1.05.1	North of Wo	oodbridge												
Richmond Hwy	Fairfax Cou		36000		97%	1%	1%	0%	0%	0%	F	0.080		0.762	38000	F
	To															
Richmond Hwy	Fairfax Cou		242 Guns 36000		97%	1%	1%	0%	0%	0%	F	0.085		0.763	38000	F
1 Richmond Hwy	Fairiax Goo	inty 1.14	30000	, г	97%	170	1 70	0%	076	0%	Г	0.065		0.763	36000	Г
~~~	To:		9-642 Lorto								_				.=	_
1 Richmond Hwy	Fairfax Cou	ınty 0.77	45000) F	97%	1%	1%	0%	0%	0%	F	0.09		0.761	47000	F
~		29-	611 Telegr	aph Rd												
1 Richmond Hwy	Fairfax Cou	ınty 1.61	31000) G	97%	1%	1%	0%	0%	0%	F	0.087		0.770	32000	G
<u> </u>	To	29-710) Fairfax C	ounty Pkw	y		<u> </u>									
Richmond Hwy	Fairfax Cou		35000		97%	1%	1%	0%	0%	0%	F	0.073		0.528	37000	F
<u>`</u>	To		618 Woodl	awn Rd												

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK I	Factor	AAWDT	Q۱
~~ <u> </u>	From:		8 Woodlawr													
1 Richmond Hwy	Fairfax County	0.49	35000	F	97%	1%	1%	0%	0%	0%	F	0.074		0.559	36000	F
~	To: From:	SR 235 S, Mou	ınt Vernon M	1emoria	al Hwy											
1 Richmond Hwy	Fairfax County	2.84	32000	Α	97%	1%	1%	0%	0%	0%	С	0.079		0.532	33000	A
~	To	SR 235 N	, Mount Veri	non Hw	/V											
1 Richmond Hwy	Fairfax County	3.19	51000	F	97%	1%	1%	0%	0%	0%	F	0.073		0.526	53000	ı
`	Τα	SR 241	Kings Hwy	North												
1 Richmond Hwy	Fairfax County	1.31	47000	F	97%	1%	1%	0%	0%	0%	F	0.070		0.721	49000	
,	To	CCL 41 1:	105 1 405 4	G :: 1	D. I.											
1 Patrick St	City of Alexandria (Mai	SCL Alexandria, int: 00) 0.51	66000	Capital G	97%	1%	1%	0%	0%	0%	F	0.075		0.907	70000	(
1 attick St	Oity of Alexandria (Mai			u	31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.075		0.307	70000	,
~	To: From:		Franklin St		070/	40/		00/	00/	00/		0.075		0.007	70000	
1 Patrick St	City of Alexandria	a 0.15	66000	N	97%	1%	1%	0%	0%	0%	N	0.075		0.907	70000	
~~	To- From:		kes St, US 1													
1 Patrick St	City of Alexandria		27000	F	97%	1%	1%	0%	0%	0%	F	0.083			28000	
~	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	50000	F	97%	1%	1%	0%	0%	0%	F	0.067	F	0.807	53000	
	To		King St													
1 Patrick St	City of Alexandria	a 0.72	25000	F	97%	1%	1%	0%	0%	0%	F	0.093			26000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	47000	F	97%	1%	1%	0%	0%	0%	F	0.079	F	0.62	49000	
	Tα		1st St													
1 Patrick St	From: City of Alexandria	a 0.42	49000	F	97%	1%	1%	0%	0%	0%	F	0.084		0.639	51000	
)	To			-												
1 Jefferson Davis Hwy	City of Alexandria		Monroe Ave 39000	F	97%	1%	1%	0%	0%	0%	F	0.076		0.597	40000	
Jenerson Davis riwy	Oity of Alexandria				31 /0	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.076		0.597	40000	
~	From:		CL Alexandri		070/	40/		00/	00/	00/		0.00		0.000	45000	
1 Jefferson Davis Hwy	Arlington County	y 0.15	43000	G	97%	1%	1%	0%	0%	0%	F	0.08		0.623	45000	(
<u></u>	To: From:		120 Glebe R													
1 Jefferson Davis Hwy	Arlington County	y 0.65	41000	G	97%	1%	1%	0%	0%	0%	F	0.074		0.670	43000	(
~	To- Front	SR 233 Reagan V	Washington N	Nationa	l Airport											
1 Jefferson Davis Hwy	Arlington County	y 0.87	48000	G	97%	1%	1%	0%	0%	0%	F	0.08		0.507	51000	(
~	To:		0; Ramp to I													
~~ B	From:	US 1; SR 110		avis Hw	y NB							NIA			NIA	
1 Ramp	Arlington County	y 0.16	NA I-395 NB									NA			NA	
•	From		I-395 NB													
1 (395)	Arlington County	y 0.55	10,0		Se	e I-395	for dire	ctional t	raffic vo	olume es	stimat	es for thi	s segm	nent.		
.) 660	Combined Traffic Estimates for 4 Parallel Roa	adways on this Route:	183000	G	98%	1%	1%	1%	1%	0%	F	NA	J		199000	(
	Та															
1) [00]	Arlington County		Washington P	'arkway		o I-305	for dire	ctional t	raffic w	olume or	etimot	es for thi	e coam	aent		
1 395	Combined Traffic Estimates for 4 Parallel Roa		192000	N	98%	1%	1%	1%	1%	0%	N N	NA	o o c yn	iGIII.	199000	,
	Combined Trainic Estimates for 4 Parallel Roa	•	rict of Colum		90%	170	170	1 70	1 70	U%	IN	INA			199000	1

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

			•						Tru	ıck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	E.		it N018A &	S018A												
(1) Ramp	Mecklenburg (County	0.11	2000	G	96%	1%	1%	1%	2%	0%	F	0.079			2000	G
<u> </u>	То	x.		I-85 South													
~	From			kit N018B &													
(1) Ramp	Mecklenburg (0.18	530	G	96%	1%	1%	1%	2%	0%	F	0.094			540	G
<u> </u>	То			I-85 North													
~~~ <b>-</b>	From			Boydton Plan								_					_
(1) Ramp	Brunswick Co	ounty	0.29	670	G	92%	2%	1%	1%	4%	0%	F	0.116			690	G
<u>~</u>	10			I-85 North													
~~~ <u>-</u>	From			Boydton Plan		2221						_					_
1 Ramp	Brunswick Co		0.26	260	G	92%	2%	1%	1%	4%	0%	F	0.131			270	G
	То			I-85 South													
C Paris	From		0.00	US 1									0.400			7500	_
1 Ramp	Dinwiddie Co	ounty	0.28	7500	G								0.106			7500	G
	10	•		I-85 North													
~~ <u>_</u> _	From		0.00	US 1									0.400			4500	_
1 Ramp	Dinwiddie Co		0.26	1500	G								0.103			1500	G
	-			I-85 South													
C Barrer	From	(NA= !== += 40)	0.07	US 1									0.000			10000	_
1 Ramp	City of Richmond	(Maint: 43)	0.07	12000	G								0.099			12000	G
				I-95 South													
C Paren	From			S 1 Brook R									0.000			F000	_
1 Ramp	Henrico Cou		0.11	5900 I-95 South	G								0.093			5900	G
Pomp	Contout conic.	Country		O AND FRO									0.00			E700	_
1 Ramp	Spotsylvania (ounty	0.12	5700 -S FROM R	G								0.08			5700	G
			1-93		11												
Domp HC 1 HC 17 to LOE N at Fult 100	Contout conic.	Country	0.10	US 1	_								0.00			10000	G
1 (17) Ramp US 1, US 17 to I-95 N at Exit 126	Spotsylvania (0.12	17000 I-95 N	G			_					0.09			19000	G
	From		****														
1 Ramp	Stafford Co		0.14	efferson Dav	A A	98%	0%	1%	0%	1%	0%	С	0.186			6000	Α
1 Hamp	Stanord Col	unity	0.14	I-95 North	A	90%	076	170	0%	170	0%	C	0.100			6000	А
	From	1	c		1 7 7 0 1	an.											
Ramp From US N,S to I-95 3 at Exit 177	City of Alexandria	IN.	amps from 0.18	US 1 NB at 9600	G US 1	2R							0.080			9600	G
1 Tramp 1 10111 03 14,3 to 1-93 3 at EXIL 177	The State of the S	(IVIAIIII. 23)		Express Lane									0.000			9000	G
	From							- 1									
1 Ramp	City of Alexandria		0.19	S191C TO F 9300	RT 241 G								0.086		0.699	9300	G
1 Hamp	To	(IVIGITIL. 23)		-S FROM R									0.000		0.000	3300	u
N. d	E																
North 1 Ramp	Dinwiddie Co	Lunty	0.06	1 TO RT 85 4700	NB G								0.097			4700	G
1 Ramp	Diriwiddie G			4700 A US 01- 66.		Т 85							0.097			4700	G
		L	01-2000	7 OO 01- 00	AIUK	1 00											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT C	QW
North 1 Ramp	Dinwiddie County	US 1 TO RT 85 SB 0.03 580 G US 01- 66B US 01-S066B TO RT 85	NA NA	580	G
North 1 Ramp	City of Richmond (Maint: 43)	US 1 Belvidere St 0.04 6500 G 127-99006 A	0.101	6500	G
North 1 Ramp	City of Richmond (Maint: 43)	127-99006- A 0.06 4800 G US 01-S093A	0.105	4800	G
North 1 Ramp	City of Richmond (Maint: 43)	US 1 Chamberlayne Ave; Belvidere St 0.12 9100 A I-95 North	0.211	10000	A
North 1 Ramp	Henrico County	US 1 Brook Rd 0.21 2000 G I-295 East	0.117	2000	G
North 1 Ramp	Henrico County	US 1 Brook Rd 0.15 1500 G I-295-W043X FROM RT 1 NORTH	0.105	1500	G
North 1 Ramp	Fairfax County	US 1 TO RT 95 0.84 10000 G I-95-N FROM RT 1	0.133	10000	G
North 1 Ramp	City of Alexandria (Maint: 29)	US 1 Richmond Hwy NB 0.17 NA	NA	NA	
North 1 Ramp	City of Alexandria (Maint: 29)	US 01-N191B TO RT 95 SOUTH 0.16 16000 G I-95-N FROM RT 1 NORTH	0.114	16000	G
North 1 Ramp	City of Alexandria (Maint: 29)	US 1 Richmond Hwy NB 0.39 NA US 01-N191C TO RT 241; 95 SOUTH	NA NA	NA	
North 1 Ramp	City of Alexandria (Maint: 29)	0.10 NA US 01-191B US 01-S191B FROM RT 1	NA NA	NA	
North 1 Ramp	City of Alexandria (Maint: 29)	US 01-N191B TO RT 241; 95 SOUTH 0.14 NA US 01-S191C TO RT 241	NA NA	NA	
South 1 Ramp	Mecklenburg County	US 1 I-85-N015A TO & FROM IS 85 0.02 NA US 01-N018B US 01-18B FROM US 1	NA NA	NA	
South 1 Ramp	Dinwiddie County	US 1 TO RT 85 NB 0.03 3100 G US 01-N066A US 01- 66A TO RT 85	0.116	3100	G

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

		Filliary and interstate noutes	
Route	Jurisdiction	Length AADT OA 4Tire Bus	Truck K Dir xle 3+Axle 1Trail 2Trail Factor Factor
South 1 Ramp	From:	US 1 TO RT 85 SB 0.06 1000 G US 01- 66B US 01-N066B TO RT 85	0.124 1000 G
South 1 Ramp	City of Richmond (Ma	US 1 S, Belvidere St	0.113 4600 A
South 1 Ramp	Front Henrico Count Tot	US 1 I-295-E043C TO RT 295 SOUTH 0.23 5000 G I-295-E043X FROM RT 1 SOUTH	0.119 5000 G
South 1 Ramp	Front Henrico Count Tor	US 1 Brook Rd 0.23 4200 G I-295-W043X FROM RT 1 SOUTH	0.114 4200 G
South 1 Ramp	Fairfax Count	US 1 0.68 16000 G 90% 1% 19 I-95 South	
South 1 Ramp	City of Alexandria (M	US 1 Patrick St SB 29) 0.11 26000 G	0.099 26000 G
South 1 Ramp	City of Alexandria (M	<u> </u>	NA NA
South 1 Ramp	City of Alexandria (M	•	NA NA
South 1 Ramp	City of Alexandria (M	US 01-S191D TO 95 NORTH EXPRESS 29) 0.28 14000 G I-95-N FROM RT 1 SOUTH	0.126 14000 G
South 1 Ramp	City of Alexandria (M	US 1 Patrick St SB 29) 0.09 NA Toward I-95 SB	NA NA
South 1 Ramp	From: City of Alexandria (M	US 01-S191A TO 241; 95 SOUTH 29) 0.21 NA US 01-N191C US 01- 191C TO RT 241	NA NA
South 1 Ramp	City of Alexandria (M	US 01-S191A TO 95 NORTH EXPRESS 29) 0.34 8400 G I-95-1 FROM MILL ROAD & RT 1	0.132 8400 G
1 Henry St	City of Alexand Combined Traffic Estimates for 2 Parallel Ro	Wilkes St 0.36 23000 F 97% 1% 1	
Henry St	City of Alexand Combined Traffic Estimates for 2 Parallel Ro	SR 7 King St 0.72 22000 F 97% 1% 19 yays on this Route: 47000 F 97% 1% 19 1st Street	

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

					1162			Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 1 Fraley	Blvd South	Intersec	tion		<u> </u>									
∫ 1 Main St	Prince William C	County 0.18	11000	G	97%	0%	1%	1%	1%	0%	С	0.112			12000	G
P	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	21000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.656	22000	G
	To:	S	CL Dumfrie	2S												
1 Main St	Town of Dumfries (I		16000	G	97%	0%	1%	1%	1%	0%	С	0.103		0.943	17000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	30000	G	97%	0%	1%	1%	1%	0%	F	0.075	F	0.604	31000	G
	To:	US 1 Fraley	Blvd North	Intersec	tion											
Bus	From:	US 1 Wyt	the St Batte	rsea Lan	e											
1 460 Washington St	City of Petersh	burg 0.31	10000	G	97%	1%	1%	1%	1%	0%	F	0.096			11000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.579	20000	G
	To	123	3-9025 Wes	t St												
Bus (460) Washington St	City of Petersh	bura 0.40	9600	G	97%	1%	1%	1%	1%	0%	F	0.090			10000	G
1 460 Washington St	Combined Traffic Estimates for 2 Parallel F	· ·		G	97%	1%	1%	1%	1%	0%	F	NA			19000	G
	Combined Trainic Estimates for 2 Faraner F				31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	1	INA			19000	G
Bus	To: From:	123	-9029 Soutl	h St												
Washington St	City of Petersk	burg 0.27	10000	G	97%	1%	1%	1%	1%	0%	С	0.087			11000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	22000	G	97%	1%	1%	1%	1%	0%	F	NA			23000	G
	Trans	(Guarantee S	t			<u> </u>									
Bus 1 460 Washington St	City of Petersh	burg 0.24	12000	G	97%	1%	1%	1%	1%	0%	F	0.094			13000	G
(1) (460) Washington St	Combined Traffic Estimates for 2 Parallel F	•		G	97%	1%	1%	1%	1%	0%	F	NA			25000	G
	To:	BUS US 46				1 /0	—i~	1 /0	1 /0	070	•	14/1			20000	u
~~~	From:	SR 36; Bus U		Vashingt												
$\left\{\begin{array}{c}1\\1\end{array}\right\}\left(\begin{array}{c}36\end{array}\right)$ Market St	City of Petersk	•	3100	G	97%	0%	1%	1%	1%	0%	С	0.089		0.540	3300	G
	Combined Traffic Estimates for Parallel	•	NA									NA			NA	
	To: From:		36 Grove A													
(1) $(36)$ Old St	L City of Petersl		4100	G G	97%	0%	1%	1%	1%	0%	F	0.09		0.559	4300	G
(1) (30) 3.0 3.	Combined Traffic Estimates for Parallel F	•	NA	•	0.70	0,0	. , 0	. , 0	. , 0	0 / 0	•	NA		0.000	NA	<u> </u>
	To:		Sycamore S	t												
~~~	From:		Old St													
{ 1 } (36) Sycamore St	City of Petersh	•	4400	G	97%	0%	1%	1%	1%	0%	F	0.109		0.567	4700	G
	Combined Traffic Estimates for Parallel F	· · · · · · · · · · · · · · · · · · ·	NA									NA			NA	
	To: From:		ollingbrook Sycamore S													
(36) Bollingbrook St	L City of Petersb		3700	G	97%	0%	1%	1%	1%	0%	F	0.098		0.641	4000	G
(1) (30)a	Combined Traffic Estimates for Parallel F		NA	-			.,.		.,.		-	NA			NA	-
	To:	· · · · · · · · · · · · · · · · · · ·	, US 301 21	nd St												
	From:		R 110, US	1												
(1) (395) Ramp	Arlington Cou		19000	G	97%	1%	1%	0%	0%	0%	F	0.07			20000	G
	To:		I-395 South	l												

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

Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	QW
Bus	From:		JS 1, US 58				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
1 (58) Danville St	Mecklenburg Co		2100	G								0.11			2100	G
	Combined Traffic Estimates for 2 Parallel Re		4900	G								0.113	F	0.575	5000	G
	To:	US 1, Bus US	S 58; 58-780) Theate	r Rd											
Bus	From:		IS 1, SR 208													
1 LaFayette Blvd	Spotsylvania Co	unty 1.52	24000	G	97%	1%	1%	1%	1%	0%	С	0.085		0.514	25000	G
Bus	To: From:	SCL	Fredericksb	ourg												
1 LaFayette Blvd	City of Fredericks	sburg 1.42	24000	G	97%	1%	1%	1%	1%	0%	F	0.08		0.52	26000	G
Bus	To: From:	SR 3; Blu	e and Grey	Parkwa	y											
1 LaFayette Blvd	City of Fredericks	sburg 0.38	11000	G	97%	1%	1%	1%	1%	0%	F	0.084		0.657	12000	G
~	To	111-3	3957 Sunken	ı Rd												
Bus 1 LaFayette Blvd	City of Fredericks	sburg 0.56	11000	G	97%	1%	1%	1%	1%	0%	F	0.088		0.652	12000	G
\rightarrow	Tot		061 Kenmore	e Ave												
Bus 1 LaFayette Blvd	City of Fredericks		6100	N	99%	0%	1%	0%	0%	0%	N	0.102		0.634	6500	Ν
	To	Bus US 1 Par, B						-,-	- , ,	-,-						
Bus Dhad	From:	•				00/	40/	00/	00/	00/	_	0.400		0.004	0500	_
1 LaFayette Blvd	City of Fredericks		6100 JS 17 Carolii	G no St	99%	0%	1%	0%	0%	0%	г	0.102		0.634	6500	G
Bus Bus	From:		17, Lafayett													
1) (17) (2) Caroline St	City of Fredericks	sburg 0.38	5000	G	99%	0%	1%	0%	0%	0%	F	0.091			5400	G
\rightarrow \bigcirc	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	11000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	12000	G
Bus Bus	To: From:	Bus	SR 3 Willian	n St												
1) (17) Caroline St	City of Fredericks	sburg 0.51	6200	G	99%	0%	1%	0%	0%	0%	С	0.081			6600	G
$\Rightarrow \oplus$	Combined Traffic Estimates for 2 Parallel Re	•	14000	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	15000	C
	To:		Herndon St													
Bus Bus 1 17 Herndon St	From City of Fredericks		Caroline St 5000	G	99%	0%	1%	0%	0%	0%	F	0.086			5300	G
1 Herndon St	Troit		Par Princess			0 /0		0 /6	0 /0	0 /6	•	0.000			3300	
Bus Bus	From:		1 Par Herno		,,,											
1) (17) Princess Anne St	City of Fredericks		10000	G	99%	0%	1%	0%	0%	0%	С	0.095		0.659	11000	C
~ ~	To:	US 1 Jeffe	erson Davis	Highwa	у											
Bus Bus Dringers An	From:	Bus US 1, Bu		_		00/	10/	00/	00/	00/	_	0.000			6000	,
Princess An	•	· ·	6500	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.564	6900	9
	Combined Traffic Estimates for 2 Parallel Ro			G	99%	0%	1%	0%	0%	0%	F	0.086	٢	0.564	12000	(
Bus Bus	To: From:		SR 3 Willian	n St												
Princess Anne St	City of Fredericks	•	7600	G	99%	0%	1%	0%	0%	0%	С	0.101			8100	G
· ·	Combined Traffic Estimates for 2 Parallel Re		14000	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	15000	G
	To:	Bus U	JS 1 Herndo	on St												

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

Б	1			4			Tru	ck		00	K	014	Dir	A A \ A \ \ A \ \ B T	
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Azalea A		070/	40/		00/	40/	201	_	0.400		0.574	15000	_
2 301 Chamberlayne Ave	City of Richmond	0.04 14000	F	97%	1%	1%	0%	1%	0%	F	0.103		0.571	15000	F
	To: From:	NCL Richm													
2 (301) Chamberlayne Ave	Henrico County	0.55 18000	G	97%	1%	1%	0%	1%	0%	С	0.096		0.563	19000	C
	To: From:	I-95				\Box									
2)(301)Chamberlayne Ave NB	Henrico County	0.90 9200	G	98%	0%	1%	0%	1%	0%	F	0.126			9800	(
Combined Tr	raffic Estimates for 2 Parallel Roadways o	n this Route: 21000	G	98%	0%	1%	0%	1%	0%	F	0.117	F	0.784	22000	(
	To: From:	Upham D)r												
2)(301)Chamberlayne Ave	Henrico County	1.57 22000	G	98%	0%	1%	0%	1%	0%	F	0.119		0.667	23000	(
	To	Parham R	Rd			\neg \vdash									
2)(301)Chamberlayne Ave	Henrico County	0.17 36000		98%	0%	1%	0%	1%	0%	С	0.11		0.677	38000	(
-	To:	Hanover Coun	ty Line												
¬~~	From:	Henrico Count	_												
2) (301) Chamberlayne Rd	Hanover County	0.40 38000	G	98%	0%	1%	0%	1%	0%	F	0.108		0.737	40000	(
<u> </u>	To: From:	I-295													
2)(301)Chamberlayne Rd	Hanover County	1.87 25000	G	98%	0%	1%	0%	1%	0%	С	0.096		0.621	26000	(
	To	42-640													
2)(301)Chamberlayne Rd	Hanover County	1.30 18000		98%	0%	1%	0%	1%	0%	F	0.091		0.588	19000	(
565	To	42-643 Pearsons	c Corner												
2)(301)Chamberlayne Rd	Hanover County	1.27 12000		98%	0%	1%	0%	1%	0%	F	0.127		0.761	13000	(
2) (301) 3144113	Tol									•					
2)(301)Hanover Courthouse Rd	Hanover County	42-653 Whippoo 2.58 9100	G G	95%	0%	1%	1%	3%	0%	F	0.14		0.798	9400	(
2 301 Hanover Courthouse Rd	Transver County	2.30 9100	G	93 /6	0 /6	1 /0	1 /0	3 /0	0 /6	•	0.14		0.790	3400	•
¬~~	To: From:	42-651													
2 (301) Hanover Courthouse Rd	Hanover County	2.94 9200	G	95%	0%	1%	1%	3%	0%	С	0.133		0.767	9500	(
	To: From:	42-1002 Hano													
2)(301) Hanover Courthouse Rd	Hanover County	1.64 6200	G	95%	0%	1%	1%	3%	0%	F	0.149		0.742	6400	(
	To:	Caroline Coun													
2)(301)Richmond Tpke	Caroline County	Hanover Coun 3.16 4800	ty Line G	95%	0%	1%	1%	3%	0%	F	0.089		0.647	4900	(
2 301 Richmond Tpke	Caroline County	3.10 4600	G	95%	0%	1 70	170	3%	0%	Г	0.069		0.047	4900	•
¬ ~~~	To: From:	SR 30 Day													
2)(301)Richmond Tpke	Caroline County	4.44 3700	G	90%	1%	1%	2%	7%	0%	F	0.088		0.530	3800	(
<i>y</i>	To: From:	16-647													
2)(301)Richmond Tpke	Caroline County	7.50 3200	G	90%	1%	1%	2%	7%	0%	С	0.094		0.575	3200	(
	To:	16-721 Near de	Jarnette			<u> </u>									
2)(301)Richmond Tpke	Caroline County	2.46 5600	G	90%	1%	1%	2%	7%	0%	F	0.09		0.567	5800	(
2)(001)	To:	Bus US 30			.,,				- / -	-					
¬ ~~~	From:	SCL Bowling													
2)(301)Richmond Tpke	Town of Bowling Green (Maint: 16)) 0.11 5600	N	90%	1%	1%	2%	7%	0%	Ν	0.09		0.567	5800	١
	To:	Bus US 30	01												

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

		Filliary an						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		US 301													
2 (301) Main St	Caroline Count	ty 0.22	4900	G	97%	0%	1%	1%	1%	0%	F	0.089		0.531	5000	G
	To: From:	SCL	Bowling G	Green			_									
Bus 301 Main St	Town of Bowling Green	(Maint: 16) 0.74	4800	G	97%	0%	1%	1%	1%	0%	С	0.090		0.531	4900	G
2 301 (Main St	To:		Bus SR 207		0,70	0 70		1 70	1 70	0 70	Ū	0.000		0.001	1000	ŭ
	From:		301, Bus S													
(2) Main St	Town of Bowling Green	(Maint: 16) 0.39	5900	G	95%	1%	1%	1%	2%	0%	F	0.095		0.561	6300	G
	To From:	NCL	Bowling C	Green												
2 Fredericksburg Tpke	Caroline Count	ty 7.73	5300	G	95%	1%	1%	1%	2%	0%	F	0.095		0.561	5400	G
	To	16-606 S	tonewall Ja	ckson R	1		<u> </u>									
2 Fredericksburg Tpke	Caroline Count		5200	G	95%	1%	1%	1%	2%	0%	С	0.086		0.654	5300	G
	To:		vania Coun													
O t - 1 D -	From:		line County		050/	40/	10/	40/	00/	00/	_	0.004		0.505	5000	_
2 Sandy Lane Dr	Spotsylvania Cou		5500 S 17 Mills I	G	95%	1%	1%	1%	2%	0%	F	0.091		0.595	5600	G
Bus	From:		Bus US 17													
2) (17) Tidewater Trail	Spotsylvania Cou		7500	G	94%	0%	1%	2%	3%	0%	С	0.09		0.594	7900	G
	To	•	88-1301													
Bus	From:															
2 {17} Tidewater Trail	Spotsylvania Cou	unty 0.97	24000	G	94%	0%	1%	2%	3%	0%	F	0.076		0.533	25000	G
Bus	To: From:	ECL	Fredericks	burg												
2 (17) Dixon St	City of Fredericks	burg 0.55	25000	G	94%	1%	1%	1%	3%	0%	С	0.08		0.563	27000	G
	To	Down fr	om SR 3 Co	onnoator												
Bus	From:										_					_
2 (17) Dixon St	City of Fredericks	burg 0.26	10000	G	98%	0%	1%	0%	0%	0%	С	0.101		0.639	11000	G
Bus	To: From:		Charles St				\Box									
2) (17) Dixon St	City of Fredericks	burg 0.06	5000	G	98%	0%	1%	0%	0%	0%	F	0.099		0.650	5400	G
	Combined Traffic Estimates for 2 Parallel Ro	•	7800	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.517	8300	G
	Тα		ncess Anne													
Bus	From		Dixon St													_
$\left(\begin{array}{c}2\end{array}\right)\left(\begin{array}{c}17\\P\end{array}\right)$ Princess Anne St	•	•	2800	G	97%	1%	2%	0%	0%	0%	С	0.11		0.804	3000	G
$\lor \lor$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	5200	G	96%	1%	2%	0%	0%	0%	С	NA			5500	G
Rue Rue	To: From:		Bus US 1													
Bus Bus Princess Ar	nne St City of Fredericks	burg 0.37	6500	G	99%	0%	1%	0%	0%	0%	F	0.090			6900	G
	Combined Traffic Estimates for 2 Parallel Ro			G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	12000	G
	To:	-	SR 3 Willia		20,0	0,0	Ť	0,0	0,0	0,0	•	5.000	•	3.00.		
	From:		S 15 Orang													
3 (522) Germanna Hwy	Town of Culpep		9100	G	94%	1%	1%	2%	2%	0%	F	0.086		0.505	9700	G
(3/2)	Tol.				- /-			,-								
(3) (522) Germanna Hwy	Culpeper Coun		CL Culpepe 12000	er G	94%	1%	1%	2%	2%	0%	С	0.088		0.565	13000	G
3 522 Germanna Hwy					9470	I 70	1 70	∠⁻/0	2 70	U 70	C	0.000		0.565	13000	G
	То	U	IS 15, US 2	29												

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	US 15, US 29)											
3)(522)Germanna Hwy	Culpeper County	0.32 15000	G	93%	0%	1%	2%	4%	0%	С	0.085	0.595	16000	G
	To	US 522 Zachary Tay	lor Hwy			_								
3 Germanna Hwy	Culpeper County	4.63 8100	G	93%	0%	1%	1%	4%	0%	F	0.085	0.508	8300	G
3) ,	То													
3 Germanna Hwy	Culpeper County	23-663 Batna F 3.73 8500	G	93%	0%	1%	1%	4%	0%	F	0.086	0.571	8800	(
3 Germanna Hwy	- Culpeper County			30 70	0 70	1 /0	1 /0	7/0	0 70	•	0.000	0.57 1	0000	
	From:	23-750 Ellis R		000/	201		101	40/	00/	_	0.000	0.05	11000	
3 Germanna Hwy	Culpeper County	4.37 10000	G	93%	0%	1%	1%	4%	0%	С	0.088	0.65	11000	(
<u> </u>	From:	Orange County I Culpeper County												
3 Germanna Hwy	Orange County	4.89 16000	G	93%	0%	1%	1%	4%	0%	F	0.085	0.546	16000	
3) Gomania i iii)	- Tango County			0070	0 70		1 70	170	0 70	•	0.000	0.010	10000	
Carmana Hun	To: From:	SR 20 Wilderne		000/	00/	10/	00/	00/	00/		0.000	0.550	00000	
3 Germanna Hwy	Orange County	0.12 25000	G	96%	0%	1%	0%	2%	0%	F	0.083	0.559	26000	(
~	From:	Spotsylvania Count Orange County I	_											
3 Plank Rd	Spotsylvania County	5.27 22000	G	96%	0%	1%	0%	2%	0%	F	0.084	0.579	22000	
3)									- , -	•				
Dlank Dd	From	88-610 Elys Ford		000/	00/	10/	00/	00/	00/	^	0.070	0.000	00000	
3 Plank Rd	Spotsylvania County	2.99 31000	G	96%	0%	1%	0%	2%	0%	С	0.079	0.609	33000	(
	To: From:	88-626 Andora	Dr											
3) Plank Rd	Spotsylvania County	1.33 41000	G	96%	0%	1%	0%	2%	0%	F	0.079	0.609	43000	•
<u> </u>	To	88-627 Gordon	Rd											
3 Plank Rd	Spotsylvania County	1.53 53000	G	96%	0%	1%	0%	2%	0%	F	0.075	0.580	56000	(
<u> </u>	To	88-639 Salem Chur	uolo Dal											
3 Plank Rd	From: Spotsylvania County	1.09 76000	G	96%	0%	1%	0%	2%	0%	F	0.075	0.580	81000	
3 Plank Rd	opologivaria dounty			30 /6	0 70		0 70	270	0 70	•	0.075	0.500	01000	
	From:	WCL Fredericks								_			21222	
3) Plank Rd	City of Fredericksburg	0.34 86000	G	96%	0%	1%	0%	2%	0%	F	0.069	0.500	91000	(
<u> </u>	To: From:	I-95												
3) Plank Rd	City of Fredericksburg	0.61 55000	G	95%	1%	1%	1%	3%	0%	F	0.071	0.502	55000	(
<u> </u>	To	Oakwood St												
3 Plank Rd	City of Fredericksburg	0.63 45000	G	95%	1%	1%	1%	3%	0%	F	0.073	0.519	48000	
	To													
3 William St	City of Fredericksburg	US 1 Jefferson Dav 0.24 49000	G Hwy	95%	1%	1%	1%	3%	0%	F	0.078	0.552	53000	
3 William St	To:	Bus SR 3; Blue and G			1 70	170	170	3%	0%	Г	0.076	0.552	55000	,
	From:	Bus SR 3; Blue and G		у										
3 Blue and Grey Parkway	City of Fredericksburg	0.53 40000	G	95%	1%	1%	1%	3%	0%	С	0.077	0.55	42000	(
	To					 1								
Plug and Gray Parkway	City of Frodoriokobura	Bus US 1 LaFayette 1.00 41000		95%	1%	1%	1%	3%	0%	F	0.081	0.508	44000	
3 Blue and Grey Parkway	City of Fredericksburg		G	3070	1 70	I 70	1 70	J /0	0 %	Г	0.061	0.508	44000	(
	To: From:	Bus US 17 SR 2 Di				}								
3 Blue and Grey Parkway	City of Fredericksburg	0.36 40000	G	95%	1%	1%	1%	3%	0%	F	0.087	0.524	43000	(
	To:	ECL Fredericksh	ourg											

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

		Filliary and interstat				Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	ECL Fredericksbu	urg										
3 Blue and Grey Parkway	Stafford County	0.33 40000	G 95%	1%	1%	1%	3%	0%	F	0.087	0.524	43000	G
\smile	To:	Bus SR 3 Kings Hig	ghway										
/inga I hay	Stofford County	Bus SR 3	- 000/	10/	10/	10/	20/	00/	F	0.007	0.505	24000	F
3 Kings Hwy	Stafford County	0.82 31000	F 96%	1%	1%	1%	2%	0%	Г	0.087	0.505	34000	Г
	To: From:	89-680 Leonard Rd, Fe											
(3) Kings Hwy	Stafford County	0.16 21000	N 95%	0%	1%	1%	3%	0%	N	0.094	0.515	23000	N
	To: From:	89-744 Rumford											
(₃₎ Kings Hwy	Stafford County	5.38 21000	F 95%	0%	1%	1%	3%	0%	С	0.094	0.515	23000	F
$\overline{}$	To	89-601 East Int	t										
3 Kings Hwy	Stafford County	0.40 24000	F 96%	1%	1%	1%	2%	0%	F	0.089	0.512	24000	F
<u> </u>	To:	King George County											
	From:	Stafford County L		40/		40/	201	00/	_	0.000	0.540	00000	_
3 Kings Hwy	King George County	3.68 19000	G 96%	1%	1%	1%	2%	0%	F	0.090	0.519	20000	G
	To: From:	48-605 Bloomsbury Rd; La	Grange Lane										
(₃₎ Kings Hwy	King George County	4.79 20000	G 96%	1%	1%	1%	2%	0%	С	0.1	0.565	20000	G
<u> </u>	To: From:	SR 206 Arnolds Co	orner		\lnot								
3 Kings Hwy	King George County	2.58 15000	G 96%	1%	1%	1%	2%	0%	F	0.087	0.512	16000	G
	То	SR 205 Purkins Co	orner										
(3) Kings Hwy	King George County	1.56 7600	G 96%	1%	1%	1%	2%	0%	F	0.088	0.61	7800	G
3 ,	To												
3 Kings Hwy	King George County	US 301 Office H 7.18 5900	G 93%	0%	1%	2%	4%	0%	С	0.088	0.653	6100	G
3 Kings Hwy	To:	Westmoreland Count		0 70	1 /0	2/0	4 /0	0 /6	O	0.000	0.033	0100	u
	From:	King George County											
3 Kings Hwy	Westmoreland County	2.84 4500	G 93%	0%	1%	2%	4%	0%	F	0.089	0.584	4700	G
\smile	To:	SR 205 Oak Gro	ve.										
3 Kings Hwy	Westmoreland County	2.83 6400	G 93%	0%	1%	2%	4%	0%	F	0.09	0.598	6500	G
	To	SR 204 N Of Potoma	a Milla										
3 Kings Hwy	Westmoreland County	2.05 6100	G 93%	0%	1%	2%	4%	0%	F	0.091	0.62	6200	G
3 141195 11119	- Total Tota		u 0070	070	170	270	470	0 70	•	0.001	0.02	0200	u
Kinga I har	From	96-624 West	• 000/	00/	10/	00/	40/	00/		0.007	0.001	0100	
3 Kings Hwy	Westmoreland County	2.83 5900	G 93%	0%	1%	2%	4%	0%	F	0.087	0.661	6100	G
	To: From:	SR 347 Westmoreland Stat											
(₃) Kings Hwy	Westmoreland County	0.68 5700	G 94%	1%	1%	1%	3%	0%	С	0.088	0.649	5800	G
<u> </u>	To: From:	SR 214 Lerty											
3 Kings Hwy	Westmoreland County	3.57 5100	G 94%	1%	1%	1%	3%	0%	F	0.09	0.64	5200	G
\smile	Tα	WCL Montross	s		<u> </u>								
3 Kings Hwy	Town of Montross (Maint: 96)	0.95 5100	N 94%	1%	1%	1%	3%	0%	Ν	0.09	0.64	5200	Ν
<u> </u>	Tol												
3 Kings Hwy	Town of Montross (Maint: 96)	96-622 Peach Grov 1.49 7800	ve St G 95%	1%	1%	1%	3%	0%	С	0.087	0.591	8000	G
3 Kings Hwy	To:	ECL Montross		1/0	1 /0	1 /0	J /0	U /0	O	0.007	0.531	0000	G
		ECL MONTOSS)										

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

Jurisdiction From: Westmoreland County Too From: Richmond County	ECI 1.89 SR 20: 5.89 Richmore 0.15 SR 20: 1.46 79-653	AADT QA L Montross 7800 N 2 Cople Hwy 4400 G 10 County Line 1 and County Line 4800 G 3 Oldhams Rd 5900 G	95% 95%	1% 1%	2Axle 1% 1%	Tru 3+Axle 1% 1%	_		QC N F	K Factor 0.087	O.591	8000 4500	N G
Westmoreland County To From Richmond County Tro From Richmond County Tro From Richmond County	1.89 SR 20: 5.89 Richmore 0.15 SR 20: 1.46 79-653	7800 N 2 Cople Hwy 4400 G nd County Line eland County Line 4800 G 3 Oldhams Rd	95%	1%	1%								
Westmoreland County To From Richmond County Tro From Richmond County Tro From Richmond County	SR 20: 5.89 Richmon Westmore 0.15 SR 20: 1.46 79-653	4400 G and County Line eland County Line 4800 G 3 Oldhams Rd	95%	1%	1%								
Richmond County Too From: Richmond County Too From: Richmond County	5.89 Richmor Westmore 0.15 SR 203 1.46 79-653	4400 G nd County Line land County Line 4800 G 3 Oldhams Rd	e e			1%	3%	0%	F	0.087	0.589	4500	G
Richmond County Too From: Richmond County Too From: Richmond County	Richmon Westmore 0.15 SR 203 1.46	nd County Line eland County Line 4800 G 3 Oldhams Rd	e e			1%	3%	0%	F	0.087	0.589	4500	G
Richmond County	Westmore 0.15 SR 203 1.46 79-653	4800 G 3 Oldhams Rd		1%									
Richmond County	0.15 SR 203 1.46 79-653	4800 G 3 Oldhams Rd		1%	40/								
Richmond County	SR 203 1.46 79-653	3 Oldhams Rd	0170	1 /0	1%	1%	3%	0%	F	0.089	0.521	4900	G
To: From:	1.46 79-653					. , ,	0,0	0,0	•	0.000	0.02	.000	
To: From:	79-653	3900 G	94%	1%	1%	1%	3%	0%	С	0.086	0.545	6100	(
Richmond County			34 /0	1 /0	1 /0	1 /0	3 /0	0 /6	C	0.000	0.545	0100	•
Richmona County	0.70	Sanfords Lane	0.40/	40/		40/	00/	00/		0.000	0.545	0400	$\overline{}$
	0.79	5900 N	94%	1%	1%	1%	3%	0%	N	0.086	0.545	6100	١
To: From:													_
Town of Warsaw (Maint: 79)	0.20	5900 N	94%	1%	1%	1%	3%	0%	N	0.086	0.545	6100	١
To: From:	Bus S	SR 3 Main St											
Richmond County	1.23	2000 G	94%	1%	1%	1%	3%	0%	F	0.088	0.574	2000	(
To From	US 360, SR 3	3 Bus Richmond	Rd		\neg \vdash								
Town of Warsaw (Maint: 79)		7200 G	94%	1%	1%	1%	3%	0%	F	0.109	0.565	7300	(
Tor	SC	L Warsaw			— ⊢								
Richmond County			94%	1%	1%	1%	3%	0%	Ν	0.109	0.565	7300	1
To	79-64	12 Sharne Rd											
Richmond County			94%	1%	1%	1%	3%	0%	F	0.083	0.578	3400	(
To													
Richmond County				1%	1%	1%	3%	0%	F	0.082	0.598	3200	(
Tall Tall				1 /0		1 70	070	0 70	·	0.002	0.000	0200	`
Pichmond County				10/	10/	10/	20/	00/	Е	0.001	0.570	2000	(
Tax			94 70	1 70	170	1 70	3%	0%	Г	0.061	0.570	3000	•
From:													_
Lancaster County	5.30	2100 G	94%	1%	1%	1%	3%	0%	С	0.095	0.617	2200	(
Too	SR 201 V	White Chapel Rd			\lnot \vdash								
Lancaster County		4900 G	94%	1%	1%	1%	3%	0%	F	0.098	0.647	5000	(
To	51-604 W	Merry Point Ro	1										
Lancaster County				1%	1%	1%	3%	0%	F	0.096	0.635	7300	(
Tod													
Lancaster County			94%	1%	1%	1%	3%	0%	F	0.091	0.636	10000	(
Tanoasion County			0 1 /0	. 70	- ,,,	. 70	J /0	0 /0	•	0.001	0.000	. 5000	•
Town of Kilmarnook (Maint: 51)			0/10/	10/	10/	10/	20/	n o/	NI	0.001	0.636	10000	
TOWN OF KIIMAMOCK (MAINT: 51)			94%	170	1 70	170	3%	U%	IN	0.091	0.636	10000	١
To: From:													
Town of Kilmarnock (Maint: 51)			96%	1%	1%	1%	1%	0%	F	0.083	0.551	12000	G
	Town of Warsaw (Maint: 79) From Richmond County Richmond County From Richmond County From Richmond County Top From Lancaster County Top From Lancaster County	Town of Warsaw (Maint: 79) 0.20	Bus SR 3 Main St	Town of Warsaw (Maint: 79) 0.20 5900 N 94%	Town of Warsaw (Maint: 79) 0.20 5900 N 94% 1%	Town of Warsaw (Maint: 79) 0.20 5900 N 94% 1% 1% 1% 1% 1% 1% 1%	Town of Warsaw (Maint: 79) 0.20 5900 N 94% 1% 1% 1% 1%	Town of Warsaw (Maint: 79) 0.20 5900 N 94% 1% 1% 1% 3%	Town of Warsaw (Maint: 79) 0.20 5900 N 94% 1% 1% 1% 3% 0%	Town of Warsaw (Maint: 79) 0.20 5900 N 94% 1% 1% 1% 3% 0% N N N N N N N N N	Town of Warsaw (Maint: 79) 0.20 5900 N 94% 1% 1% 1% 3% 0% N 0.086 Bus SR 3 Main St	Town of Warsaw (Maint: 79) 0.20 5900 N 94% 1% 1% 1% 3% 0% N 0.086 0.545	Town of Warsaw (Maint: 79) 0.20 5900 N 94% 1% 1% 1% 3% 0% N 0.086 0.545 6100

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

					_		Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	SR 200 M In												
3 S Main St	Town of Kilmarnock (Maint: 51)	0.62 9100	G	96%	1%	1%	1%	1%	0%	F	0.088	0.513	9400	G
<u>~</u>	To: From:	SCL Kilmarno	ck											
(3) Historyland Hwy	Lancaster County	1.82 8700	G	96%	1%	1%	1%	1%	0%	С	0.088	0.513	8700	G
<u> </u>	To: From:	51-647 Chases	Rd			\neg \vdash								
3 Historyland Hwy	Lancaster County	1.67 8500	G	96%	1%	1%	1%	1%	0%	F	0.086	0.529	8700	G
	To	NCL White Sto	one											
3 Rappahannock Dr	Town of White Stone (Maint: 51)	0.39 8500	N	96%	1%	1%	1%	1%	0%	Ν	0.086	0.529	8700	Ν
	Т	SR 200 E In	+											
3 Rappahannock Dr	Town of White Stone (Maint: 51)	0.46 8800	G	96%	1%	1%	1%	1%	0%	С	0.093	0.533	9100	G
3	To													-
3 Historyland Hwy	Lancaster County	SCL White Sto 1.09 8800	N N	96%	1%	1%	1%	1%	0%	N	0.093	0.533	9100	N
3 Historyland Hwy		iddlesex Couny Line, Rap			1 /0		1 /0	1 /0	0 70	14	0.000	0.555	3100	11
		ancaster County Line, Rap												
3 Greys Point Rd	Middlesex County	5.84 6800	F	95%	1%	1%	1%	2%	0%	С	0.088	0.555	7000	F
\smile	To:	SR 33 W, Puller												
Consered Buller I have	Middle and County	SR 33 W; Greys Po		000/	10/	10/	10/	10/	00/	_	0.400	0.504	0000	F
3 General Puller Hwy	Middlesex County	3.45 5700 SR 33 E; Twiggs F	F Dd	96%	1%	1%	1%	1%	0%	С	0.100	0.581	6000	г
	From:	SR 33 E, Twiggs F												
3 Twiggs Ferry Rd	Middlesex County	3.20 6100	F	96%	1%	1%	1%	1%	0%	F	0.085	0.517	6300	F
	To:	Mathews County	Line											
	From:	Middlesex County								_				_
3 Twiggs Ferry Rd	Mathews County	1.37 5800	G	97%	0%	1%	0%	1%	0%	F	0.09	0.505	5900	G
	To: From:	SR 198 East	t											
(3)(198)	Mathews County	1.55 7900	G	97%	0%	1%	0%	1%	0%	F	0.087	0.598	7400	G
	To: From:	SR 198 W, Dutto	on Rd			\neg \vdash								
3 Windsor Rd	Mathews County	2.07 5800	G	97%	0%	1%	0%	1%	0%	С	0.093	0.632	6000	G
$\overline{\smile}$	То:	SR 14 John Clayton Me												
Company Classes Many Harry	From:	SR 14; Windor Rd, For			00/	40/	00/	40/	00/	_	0.000	0.040	40000	_
3 (14) John Clayton Mem Hwy	Mathews County	0.11 12000 Gloucester Count	G	97%	0%	1%	0%	1%	0%	F	0.090	0.649	12000	G
	From:	Mathews County												
3 (14) John Clayton Memorial Hwy	Gloucester County	4.07 12000	F	97%	0%	1%	1%	1%	0%	С	0.088	0.630	13000	F
	To	36-623 Ware Nec	alc D.d											
3 (14) John Clayton Memorial Hwy	Gloucester County	2.18 17000	F	97%	0%	1%	1%	1%	0%	F	0.086	0.629	18000	F
3 (14) 35 31.3., 31. Maintain 1)	To:	US 17 Bus Main St, Glo			0 /0	Ť	. /0	. 70	0,0	•	0.000	0.020	. 5000	•
East	From	SR 3 E, Plank				1								
Ramp	Spotsylvania County	0.28 7900	G	96%	0%	1%	0%	2%	0%	F	0.08		8400	G
	Τα	I-95 South	-	/ -		Ť			- , -					-
East	From:	SR 3 E, Plank	Rd											
Ramp	Spotsylvania County	0.28 19000	G								0.100		19000	G
	To:	I-95 North												

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

Davida	l. wie all akteur	l amenth A	4DT 04	4T:	Dive		Tru	ck		00	K	OV	Dir	A A \ A \ D T	_
Route	Jurisdiction	Length A	ADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
est	From:		V, Plank Rd												
3 Ramp	Spotsylvania County		8900 G								0.094			3900	
	105		5 South												
est	From:		V, Plank Rd								0.000			0000	
Ramp at I-95 Exit 130	Spotsylvania County		8800 G								0.098			8800	
	10.		5 North												
us 3 William St	City of Fraderickshure		nd Grey Parkwa	98%	0%	1%	0%	0%	0%	F	0.081		0.524	14000	
William St	City of Fredericksburg	0.14	3000 G	96%	0%	1%	0%	0%	0%	Г	0.061		0.524	14000	
us	To: From:	111-3958	8 Hanover St												
William St	City of Fredericksburg	0.30 1 1	1000 G	98%	0%	1%	0%	0%	0%	С	0.09		0.628	11000	
	To	111-3955	College Ave												
Milliam Ct	City of Freedowickelouse			000/	00/	10/	00/	00/	00/	_	0.004		0.540	10000	
3) William St	City of Fredericksburg	0.48 12	2000 G	99%	0%	1%	0%	0%	0%	С	0.094		0.543	13000	
us	To: From:	SR 3 Par, W	Vashington Ave)											
3) William St	City of Fredericksburg	0.37 5	900 G	98%	0%	1%	1%	0%	0%	С	0.085			6300	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 11	1000 G	98%	0%	1%	1%	0%	0%	F	0.092	F	0.521	12000	
	То		1 Caroline St												
us	From:									_					
3) William St	City of Fredericksburg		7500 G	98%	0%	1%	1%	0%	0%	F	0.117	_		8000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 13	3000 G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.579	14000	
us	To: From:	Bus SR 3	Par, Sophia St												
3) William St	City of Fredericksburg	0.03 18	8000 G	98%	0%	1%	1%	0%	0%	F	0.101		0.534	20000	
	Тос	WCL	_ Stafford												
us	From:		edericksburg							_					
3 Kings Hwy	Stafford County	0.30 16	6000 F	97%	0%	1%	1%	1%	0%	F	0.101		0.534	17000	
us	To: From:	SR 212 Chat	tham Heights R	d		\Box \vdash									
3 Kings Hwy	Stafford County	1.26 3 (0000 F	97%	0%	1%	1%	1%	0%	С	0.09		0.511	33000	
	Tα	SR 3 Blue an	nd Grey Parkwa	ıy											
US	From:	Bus SR 3	3 William St												
Washington Ave	City of Fredericksburg		100 G	98%	0%	1%	1%	0%	0%	F	0.099		0.943	5500	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 11	1000 G	98%	0%	1%	1%	0%	0%	F	0.092	F	0.521	12000	
	To:		3 Amelia St												
us	From:		Washington Av												
Amelia St	City of Fredericksburg		5100 G	98%	0%	1%	1%	0%	0%	С	0.105			5400	
	Combined Traffic Estimates for 2 Parallel Roadways on			98%	0%	1%	1%	0%	0%	С	NA			12000	
us	1 cr From:		73 Sophia St 73, Amelia St												
_	City of Fredericksburg		5, Amena St 5900 G	98%	0%	1%	1%	0%	0%	F	0.095			6300	
3 Sophia St	Combined Traffic Estimates for 2 Parallel Roadways on	_		98%	0%	1%	1%	0%	0%	F	0.095	F	0.579	14000	
	To		3 William St	0070	0 / 0		. 70	0 / 0	0 / 0	•	3.000	•	3.07.0		

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

						Tru	ıck			Κ	. Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor Qk	Factor	AAWDT	Q۷
Bus	From:	SR 3 Historyland H											
3 Main St	Town of Warsaw (Maint: 79)	0.77 13000	N 95%	0%	1%	1%	2%	0%	N	0.081	0.607	14000	N
	To:	US 360 Richmond											
Bus 3 (360 Richmond Rd	Town of Warsaw (Maint: 79)	US 360; Main St 0.78 13000	G 95%	0%	1%	1%	2%	0%	F	0.081	0.607	14000	
3 (360) Richmond Rd	Town or Warsaw (Maint. 79)	SR 3 Historyland H		0 /6	1/0	1 /0	2/0	0 /6	'	0.001	0.007	14000	•
	Farm												
4 Buggs Island Rd	Mooklophura County	North Carolina State 4.53 460		0%	1%	1%	2%	0%	F	0.105	0.515	470	(
4 Buggs Island Rd	Mecklenburg County	4.53 460	G 95%	076	1 76	170	270	0%	Г	0.105	0.515	470	•
	To: From:	South End Of John H. K											
4 Buggs Island Rd	Mecklenburg County (Maint: US)	0.53 640	N 95%	0%	1%	1%	2%	0%	N	0.105	0.552	650	1
	To:	North End of John H. Ke	err Dam		\neg \vdash								
4 Buggs Island Rd	Mecklenburg County	1.46 640	G 95%	0%	1%	1%	2%	0%	С	0.105	0.552	650	(
) 11	To	58-707 China Grove Rd, Ca	otlo Haiahta										
4 Buggs Island Rd	Mecklenburg County	4.50 810	G 95%	0%	1%	1%	2%	0%	F	0.106	0.527	830	(
4 Buggs Island Hd	To:	US 58 Gills	u 3378	0 70		1 /0	2 /0	0 70	'	0.100	0.527	000	•
	Farm												
Main Ct	City of Disherand	25th St	F 1000/	00/		00/	00/	00/	F	0.404	0.074	10000	
5) 60) Main St	City of Richmond	0.30 15000	F 100%	0%	0%	0%	0%	0%	г	0.101	0.674	18000	
-	From:	Williamsburg Rd Williamsburg Av											
5 Main St	City of Richmond	0.40 7200	F 100%	0%	0%	0%	0%	0%	С	0.120	0.734	8100	
3)			,	0,0		0,0	0,70	0,0	Ū	020	0.70	0.00	
Main O	From:	Nicholson St	0 1000/	00/		00/	00/	00/	F	0.404	0.005	4 4000	
5 Main St	City of Richmond	0.26 12000	G 100%	0%	0%	0%	0%	0%	г	0.134	0.825	14000	(
	To: From:	ECL Richmond											
5) Osborne Tpke	Henrico County	1.99 11000	G 98%	0%	1%	1%	0%	0%	С	0.110	0.781	12000	(
<i></i>	To:	New Market Rd	l										
Nava Marilant Bal	From:	Osborne Tpke	0.70/	40/	40/	40/	40/	00/	_	0.444	0.740	40000	
5 New Market Rd	Henrico County	2.13 9500	G 97%	1%	1%	1%	1%	0%	С	0.111	0.713	10000	•
	To: From:	Laburnum Ave											
5 New Market Rd	Henrico County	3.27 10000	G 97%	1%	1%	1%	1%	0%	F	0.107	0.604	11000	(
<u> </u>	To:	I-295			\neg \vdash								
5 New Market Rd	Henrico County	4.70 2600	G 94%	0%	1%	2%	3%	0%	С	0.103	0.608	2800	(
	To												
5)(156)New Market Rd	From:	Willis Church Ro	G 94%	0%	1%	2%	3%	0%	F	0.102	0.672	2300	
5 156 New Market Rd	Henrico County	Charles City County		076	1 70	270	3%	0%	Г	0.102	0.672	2300	,
	From:	Henrico County Li			- -								
5) (156) John Tyler Memorial Hwy	Charles City County	4.34 1600	G 94%	0%	1%	2%	3%	0%	F	0.107	0.659	1600	
, 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					 1					-			
- John Tyler Memerick Henry	Charles City County	SR 156 E Int	G 95%	0%	10/	10/	20/	00/	F	0.000	0.517	2000	
5 John Tyler Memorial Hwy	Charles City County	3.69 2800	u 95%	U%	1%	1%	3%	0%	г	0.089	0.517	2900	(
	To: From	18-609 Barnetts R											
5) John Tyler Memorial Hwy	Charles City County	5.68 2200	G 95%	0%	1%	1%	3%	0%	С	0.088	0.508	2300	(
\smile	To:	SR 155 Charles City	/ CH										

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

		Primary and intersta	210 1101	1100										
_					_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2ΔνΙο	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	SR 155 Charles C	: CII			ZAXIC	OTAXIC	THAI	ZIIaii		1 actor	1 40101		
Labor Today Marsarial Llour	Charles City County			050/	10/		10/	00/	00/	_	0.400	0.500	1000	_
5 John Tyler Memorial Hwy	Charles City County	3.81 1800	G	95%	1%	2%	1%	2%	0%	С	0.100	0.536	1900	G
<u> </u>	10:	18-632 Tyler's M												
	Prom:	18-632 Tylers M		2521						_				_
(₅) John Tyler Memorial Hwy	Charles City County	9.47 2700	G	95%	1%	2%	1%	2%	0%	F	0.096	0.614	2800	G
\smile		mes City County Line, Chic												
		arles City County Line, Chi	ickahom											
5 John Tyler Memorial Hwy	James City County	2.99 3100	G	97%	1%	1%	1%	1%	0%	F	0.088	0.502	3100	G
\bigcirc	To:	Urban Bounda	ary											
	From:	47-614 Centervil	le Rd											
5 John Tyler Memorial Hwy	James City County	2.04 7800	G	97%	1%	1%	1%	1%	0%	F	0.092	0.546	8000	G
	From:	47-615 Ironboun												
5 John Tyler Memorial Hwy	James City County	1.51 9300	G	97%	1%	1%	1%	1%	0%	С	0.089	0.593	9900	G
\smile	To	47-652 Stanley	De											
5 John Tyler Memorial Hwy	James City County	0.29 15000	G	97%	1%	1%	1%	1%	0%	F	0.092	0.578	16000	G
5 John Tyler Memorial Hwy	James City County	0.29 15000	G	9170	1 70	1 70	1 70	1 70	076	Г	0.092	0.576	16000	G
<u> </u>	To	SR 199, 46-61	16			\neg \vdash								
5 (199)	James City County	0.22 34000	G	97%	0%	1%	0%	1%	0%	F	0.091	0.568	36000	G
3) (199)				0.70	0,0		0 / 0	. 70	0,70		0.00	0.000	00000	٥.
	To: From:	WCL Williamst	burg			⊢								
5)(199 <i>)</i>	City of Williamsburg (Maint: 47)	0.24 34000	G	97%	0%	1%	0%	1%	0%	F	0.091	0.568	36000	G
	To:	SR 31, SR 19	99											
	From:	SR 31 Jamestown Ro	1; SR 19	9										
5 Jamestown Rd	City of Williamsburg	0.27 8400	G	99%	0%	0%	0%	0%	0%	F	0.097	0.624	9000	G
				_										
	From:	137-7073 John Tyler Me		_						_				_
5 Jamestown Rd	City of Williamsburg	1.50 9600	G	99%	0%	0%	0%	0%	0%	С	0.093	0.642	10000	G
\smile	To:	137-7075 Bounda	_											
_	From:	Jamestown R	ld											
5) Boundary St	City of Williamsburg	0.07 9000	G	99%	0%	0%	0%	0%	0%	F	0.082	0.509	9600	G
	To:	Francis St												
	From:	Boundary St	t											
5 Francis St	City of Williamsburg	0.09 6500	G	99%	0%	0%	0%	0%	0%	F	0.08	0.53	6900	G
	To:	SR 132 Henry	St											
	From:	Francis St	, and											
5 (132)Henry St	City of Williamsburg	0.38 4400	G	99%	0%	0%	0%	0%	0%	F	0.081	0.522	4700	G
5) (132) (16111) 61	Tal	SR 162 Lafayett		00 70	0 70		0 /0	0 /0	0 /0		0.001	0.022	4700	G
	From:	SR 102 Larayett												
- Lafavetta St	City of Williamsburg	0.33 9300	G	98%	1%	1%	0%	0%	0%	F	0.094	0.536	9900	G
5 Lafayette St	City of Williamsburg	0.33 9300	G	90%	1 70	1 70	076	076	076	Г	0.094	0.556	9900	G
<u>~</u>	То	Capital Landing	g Rd											
5 Lafayette St	City of Williamsburg	0.73 7700	G	98%	1%	1%	0%	0%	0%	С	0.095	0.579	8100	G
3), 3 31	,									-		2.2.0		
	To: From:	US 60 Page S												
5) 60 Page St	City of Williamsburg	0.25 13000	G	99%	0%	0%	0%	0%	0%	С	0.084	0.579	14000	G
\bigcirc	To													
	From	Second St	-				•			_				
$\binom{5}{60}$ Page St	City of Williamsburg	0.31 20000	G	99%	0%	0%	0%	0%	0%	F	0.08	0.677	21000	G
	To:	US 60 Page S												

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

_					_		Tru	ck			K	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Fact	AAWDT or	QW
	From:		0 Page St											
5 Capitol Landing Rd	City of Williamsburg		600 G	98%	1%	1%	0%	0%	0%	С	0.087	0.51	7 7000	G
<u> </u>	To:	SR 143 l	Merrimac St											
East	From:	SR 5 Nev	w Market Rd											
5 Ramp	Henrico County		2500 G								0.115		2500	G
\smile	To:	I-29	95 East											
East	From:	SR 5 Nev	w Market Rd											
5 Ramp	Henrico County	0.22 1	500 G								0.176		1500	G
\smile	Τα:	I-29	95 West											
Vest	From:	SR 5 Nev	w Market Rd											
5 Ramp	Henrico County		610 G								0.144		610	G
	To:	I-29	95 East											
Vest	From:	SR 5 Nev	w Market Rd											
5 Ramp	Henrico County		780 G								0.161		780	G
3) "	To:		95 West											
	From:		kfish Gap Trnpl	,		1								
6 Afton Mountain Rd	Nelson County		920 G	98%	0%	1%	0%	1%	0%	С	0.109	0.55	5 940	G
6) / Ittori Wodinami i ta	To:		itzers Shop Rd	3070	0 / 0	- i	0 70	1 /0	0 70	J	0.100	0.00	0 -0	
	From:		51 Avon											
6 (151)	Nelson County	6.22 8	3400 G	93%	1%	1%	1%	4%	0%	С	0.088	0.55	8 7800	G
	To:	SR 151 N	Martins Store											
	From:		cfish Valley Hw											
6 River Rd	Nelson County	5.79 4	400 G	90%	1%	2%	1%	6%	0%	С	0.097	0.62	4 4500	G
<u> </u>		US 29 W, Tho	omas Nelson Hy	vy		<u> </u>								
6 29 Thomas Nelson Hwy	Nelson County		3000 G	89%	1%	1%	1%	8%	1%	F	0.082	0.67	6 12000	G
	To	LIC 20 E Th-												
6 Irish Rd	Nelson County		mas Nelson Hw	95%	1%	3%	0%	1%	0%	F	0.114	0.71	4 2200	G
6 Irish Rd	To:		e County Line	33 /6	1 /0		0 /6	1 /0	0 /6	•	0.114	0.71	4 2200	C
	From:		County Line											
6 Irish Rd	Albemarle County		000 F	95%	1%	3%	0%	1%	0%	С	0.114	0.54	1 1100	F
	To	02.627	D . D1											
a Iriah Pd	Albamaria Caunty		Porters Rd 200 F	059/	10/	20/	00/	10/	09/	F	0.106	0.57	4 1200	F
6 Irish Rd	Albemarle County	5.68 1	200 F	95%	1%	3%	0%	1%	0%	Г	0.106	0.57	4 1200	Г
	To: From:		Scottsville Rd											
6) (20) Valley Rd	Albemarle County	0.28 7	'000 F	95%	1%	3%	0%	1%	0%	F	0.092	0.70	4 7200	F
\smile	Τœ	WCL	Scottsville											
6 20 Valley Rd	Town of Scottsville (Maint: 02)		7000 N	95%	1%	3%	0%	1%	0%	Ν	0.092	0.70	4 7200	Ν
9 20 ,	To:		E; Main St			1								
	From:		E, Valley St											
6 Main St	Town of Scottsville (Maint: 02)	0.28 3	200 F	97%	0%	1%	0%	1%	0%	F	0.103	0.5	3300	F
\smile	To:		County Line	•										
	From:		e County Line						•	_				
6 Main St	Town of Scottsville (Maint: 32)		2600 G	97%	0%	1%	0%	1%	0%	С	0.096	0.56	3 2700	G
\checkmark	To:	32-675	5 Canal St											

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

		Filliary and inc					Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	32-675 (anal St			271010	OTTINIC	TTTUI	ZIIdii		1 40101	1 40101		
6 West River Rd	Town of Scottsville (Maint: 32)	0.08 26		97%	0%	1%	0%	1%	0%	Ν	0.096	0.563	2700	Ν
	To													
6 West River Rd	Fluvanna County	7.98 26		97%	0%	1%	0%	1%	0%	N	0.096	0.563	2700	N
6 West River Hd	- Idvarnia Godiny				0 70		0 70	1 /0	0 70	.,	0.000	0.000	2,00	
West Diver Dd	From	32-620 Rollin			00/	10/	00/	10/	00/		0.107	0.010	0100	
6 West River Rd	Fluvanna County	5.30 20	00 G	97%	0%	1%	0%	1%	0%	F	0.107	0.612	2100	G
	To: From:	32-612 Win												
6 West River Rd	Fluvanna County	2.26 11		97%	0%	1%	0%	1%	0%	F	0.107	0.568	1200	G
\smile	To:	US 15 James 1		/										
Ismaa Madiaan I huu	Fluvenne County	US 15 Fo 1.99 46		92%	2%	1%	10/	4%	0%	F	0.086	0.553	4700	G
6 (15) James Madison Hwy	Fluvanna County			92%	2%	1%	1%	4%	0%	Г	0.086	0.553	4700	G
	From:	US 15 US 15 James 1		7										
6 East River Rd	Fluvanna County	4.28 19		93%	1%	1%	1%	4%	0%	F	0.087	0.529	1900	G
	To										'			-
Coint James St	Town of Columbia (Maint: 22)	WCL C		93%	1%	10/	10/	40/	00/	N.I	0.007	0.500	1000	N
6 Saint James St	Town of Columbia (Maint: 32)	0.64 19			170	1%	1%	4%	0%	N	0.087	0.529	1900	N
	From:	Goochland County I Fluvanna County L												
6 River Rd West	Goochland County	6.01 15		93%	1%	1%	1%	4%	0%	С	0.094	0.643	1500	F
							.,.	.,.	-,-	_				-
Diver Del West	From:	SR 45 Geor		000/	10/	10/	10/	40/	00/	_	0.000	0.057	0000	г
6 River Rd West	Goochland County	6.47 35	00 F	93%	1%	1%	1%	4%	0%	F	0.088	0.657	3600	F
	To: From:	37-600 Roci												
6 River Rd West	Goochland County	3.41 53		93%	1%	1%	1%	4%	0%	F	0.098	0.723	5500	F
\smile	To:	US 522 W, Sa		l										
Diver Bood Wood	Prom:	W US		070/	00/	10/	00/	00/	00/	_	0.000	0.507	7000	_
6 522 River Road West	Goochland County	1.74 68 E US		97%	0%	1%	0%	2%	0%	F	0.092	0.587	7000	F
	From:	US 522 E, N												
6 River Rd West	Goochland County	4.95 38		98%	0%	1%	1%	0%	0%	F	0.101	0.741	4000	F
	T-													
Diver Dd West	From:	37-628		000/	0%	10/	10/	00/	00/	F	0.100	0.504	E100	F
6 River Rd West	Goochland County	6.62 49	00 F	98%	0%	1%	1%	0%	0%	г	0.103	0.594	5100	г
	To: From:	37-621 Ma	anakin Rd											
6 Patterson Ave	Goochland County	1.84 96	00 G	96%	0%	0%	2%	1%	0%	С	0.106	0.549	9800	G
\smile	To	SR :	288			<u> </u>								
6 Patterson Ave	Goochland County	2.36 200		98%	0%	1%	1%	0%	0%	С	0.106	0.549	20000	G
	То	Henrico Co												
	From	Goochland (
6 Patterson Ave	Henrico County	1.04 220	000 G	99%	0%	0%	0%	0%	0%	F	0.106	0.536	25000	G
\smile	Tα	Pum	o Rd											
6 Patterson Ave	Henrico County	0.69 250		99%	0%	0%	0%	0%	0%	F	0.103	0.607	28000	G
0 1 35.0070	Tα	Gaski					0,0	0,0	0,0	•	303	0.007	_0000	_

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

								Tru	ok			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:		Gaskins Rd													
6 Patterson Ave	Henrico Coul	inty 1.04	24000	G	99%	0%	0%	0%	0%	0%	F	0.097		0.599	27000	(
<u> </u>	Tα		Starling Dr													
6 Patterson Ave	Henrico Cou		24000	G	99%	0%	0%	0%	0%	0%	F	0.096		0.528	27000	(
<u> </u>	та		Parham Rd													
6 Patterson Ave	From:L Henrico Coui		21000	G	99%	0%	0%	0%	0%	0%	F	0.098		0.633	24000	(
	To			-			_									
6 Patterson Ave	From: Henrico Coui		Forest Ave 19000	В	99%	0%	0%	0%	0%	0%	С	0.114		0.625	21000	E
6 Patterson Ave	rienneo cou				33 /6	0 /6	U /0	0 /6	0 /6	0 /6	O	0.114		0.023	21000	
	From		CL Richmon		000/	00/		00/	00/	00/	_	0.400		0.504	10000	
Patterson Ave	City of Richmo	nond 1.30	15000	F	99%	0%	0%	0%	0%	0%	F	0.100		0.534	16000	
	To: From:		Libbie Ave													
6 Patterson Ave	City of Richme	nond 1.67	11000	F	99%	0%	0%	0%	0%	0%	F	0.11		0.507	13000	
<u> </u>	To: From:]	Malvern Ave				\Box \vdash									
6 Patterson Ave	City of Richmo	nond 0.38	8900	F	99%	0%	0%	0%	0%	0%	F	0.107		0.520	10000	
<u> </u>	To:	,	Thompson St													
6 Kensington Ave	City of Richmo		2300	F	99%	0%	0%	0%	0%	0%	F	0.113		0.715	2600	
<u> </u>	To:		Boulevard													
Vye	From:	S	R 6 River Ro	1												
6 Tidbit Trail	Nelson Cour		530	R								NA			NA	
<u> </u>	To:	US 29 7	Thomas Nelso	on Hwy												
	From:	US 50, US	5 522 Par, Br	addock	St											
7) (50) (522) Boscawen St	City of Winche	ester 0.18	1900	G	99%	0%	1%	0%	0%	0%	С	0.095			2000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	11000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	(
															12000	,
	To:		11 Cameron												12000	
	From:		Boscawen St		070/	10/	10/	00/	00/	00/		0.000		0.700		
	•	ester 0.17	Boscawen St 9300	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	9900	(
7 (11) (11) (50) Camer	on St City of Winche Combined Traffic Estimates for 2 Parallel F	ester 0.17 Roadways on this Route:	9300 16000		97% 97%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.096 0.093	F	0.768 0.516		(
7 (11) (1,1) (50) Camer	•	ester 0.17 Roadways on this Route:	Boscawen St 9300	G G							F F		F		9900	(
	•	ester 0.17 Roadways on this Route:	9300 16000 Piccadilly St	G G							F F		F		9900	(
	Combined Traffic Estimates for 2 Parallel Form:	ester 0.17 Roadways on this Route: US ester 0.18	9300 16000 Piccadilly St 11 Cameron 11000 East Lane	G G	97%	1%	1%	0%	0%	0%		0.093	F	0.516	9900 17000	(
7 Piccadilly St	Combined Traffic Estimates for 2 Parallel Form City of Winche Tot Prom. From.	ester 0.17 Roadways on this Route: US ester 0.18	9300 16000 Piccadilly St 11 Cameron 11000 East Lane Piccadilly St	G G St	97%	1%	1%	0%	2%	0%	F	0.093	F	0.516	9900 17000 12000	(
7 Piccadilly St	Combined Traffic Estimates for 2 Parallel Form:	ester 0.17 Roadways on this Route: US ester 0.18 ester 0.02	Boscawen St 9300 16000 Piccadilly St 11 Cameron 11000 East Lane Piccadilly St 9900	G G	97%	1%	1%	0%	0%	0%		0.093	F	0.516	9900 17000	(
7 Piccadilly St	Combined Traffic Estimates for 2 Parallel Form City of Winche Tot Prom. From.	ester 0.17 Roadways on this Route: US ester 0.18 ester 0.02	Boscawen St 9300 16000 Piccadilly St 11 Cameron 11000 East Lane Piccadilly St 9900 Fairfax Lane	G G G	97%	1%	1%	0%	2%	0%	F	0.093	F	0.516	9900 17000 12000	(
7 Piccadilly St 7 East Lane	Combined Traffic Estimates for 2 Parallel F Tot From: City of Winche City of Winche City of Winche Tot From: Tot From: From:	ester 0.17 Roadways on this Route: US ester 0.18 ester 0.02	Boscawen St 9300 16000 Piccadilly St 11 Cameron 11000 East Lane Piccadilly St 9900	G G G	97%	1%	1%	0%	2%	0%	F	0.093	F	0.516	9900 17000 12000	(
7 Piccadilly St 7 East Lane	Combined Traffic Estimates for 2 Parallel Form City of Winche Tot Prom. From.	ester 0.17 Roadways on this Route: US ester 0.18 ester 0.02 ester 0.32	Boscawen St 9300 16000 Piccadilly St 11 Cameron 11000 East Lane Piccadilly St 9900 Fairfax Lane Highland Ave	G G G	97% 97% 97%	1%	1%	0%	0% 2% 2%	0%	F F	0.093 0.087 0.088	F	0.516 0.54 0.541	9900 17000 12000 11000	(
7 Piccadilly St 7 East Lane 7 National Ave	Combined Traffic Estimates for 2 Parallel Form To Front City of Winche City of Winche To Front City of Winche To Front City of Winche To Front City of Winche	ester 0.17 Roadways on this Route: US ester 0.18 ester 0.02 ester 0.32 138-521:	Boscawen St 9300 16000 Piccadilly St 11 Cameron 11000 East Lane Piccadilly St 9900 Fairfax Lane Highland Ave 11000 3 Pleasant Va	G G G G	97%	1%	1% 1% 1% 1%	0%	2% 2% 2%	0%	F F	0.093 0.087 0.088 0.09	F	0.516 0.54 0.541 0.546	9900 17000 12000 11000	(
7 Piccadilly St 7 East Lane	Combined Traffic Estimates for 2 Parallel F Tot From: City of Winche City of Winche City of Winche Tot From: Tot From: From:	ester 0.17 Roadways on this Route: US ester 0.18 ester 0.02 ester 0.32 138-521:	Boscawen St 9300 16000 Piccadilly St 11 Cameron 11000 East Lane Piccadilly St 9900 Fairfax Lane Highland Ave 11000 3 Pleasant Va 26000	G G G	97% 97% 97%	1%	1%	0%	0% 2% 2%	0%	F F	0.093 0.087 0.088	F	0.516 0.54 0.541	9900 17000 12000 11000	(
7 Piccadilly St 7 East Lane 7 National Ave	Combined Traffic Estimates for 2 Parallel Form To Front City of Winche City of Winche To Front City of Winche To Front City of Winche To Front City of Winche	ester 0.17 Roadways on this Route: US ester 0.18 ester 0.02 ester 0.32 138-521: ester 0.79	Boscawen St 9300 16000 Piccadilly St 11 Cameron 11000 East Lane Piccadilly St 9900 Fairfax Lane Highland Ave 11000 3 Pleasant Va	G G G G	97%	1%	1% 1% 1% 1%	0%	2% 2% 2%	0%	F F	0.093 0.087 0.088 0.09	F	0.516 0.54 0.541 0.546	9900 17000 12000 11000	

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

		Primary and Interstate Houtes			K									
Route	Jurisdiction	Length AAD	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK Dir Factor	AAWDT	Q۷
	From:	I-81; ECL Wi	chester											
7 Berryville Pike	Frederick County	3.69 2500 0	G	95%	1%	1%	0%	4%	0%	F	0.080	0.599	27000	G
\smile	To:	Clarke Coun	_											
Harmy Fland Bund Harry	From:	Frederick Cou	_	050/	10/	10/	00/	40/	00/	_	0.000	0.040	00000	^
7) Harry Flood Byrd Hwy	Clarke County	3.80 2600 0) A	95%	1%	1%	0%	4%	0%	С	0.099	0.643	28000	Α
<u> </u>	To: From:	Bus SR 7 West o												
7 Harry Flood Byrd Hwy	Clarke County	1.45 2600 0	F	95%	1%	1%	0%	4%	0%	F	0.086	0.686	27000	F
<u> </u>	To: From:	US 340 North of	Berryville											
7 Harry Flood Byrd Hwy	Clarke County	1.65 2200 0) F	95%	1%	1%	0%	4%	0%	F	0.093	0.785	24000	F
\smile	Τœ	Bus SR 7 East of	Berryville	:		<u> </u>								
7 Harry Flood Byrd Hwy	Clarke County	4.16 2300 0		97%	0%	1%	1%	1%	0%	F	0.093	0.799	25000	F
	To	21-606 Riv	m D d											
7 Harry Flood Byrd Hwy	From: Clarke County	2.51 2300		97%	0%	1%	1%	1%	0%	F	0.098	0.831	26000	F
) Harry Flood Byla Flary	To:	Loudoun Cou		07.70	0 70		170	1 /0	070	•	0.000	0.001	20000	•
	From:	Clarke Coun	_											
7 Harry Flood Byrd Hwy	Loudoun County	0.89 2500 0	G	97%	0%	1%	1%	1%	0%	F	0.102	0.743	28000	C
\smile	Τœ	53-760 Near E	luemont			<u> </u>								
7 Harry Flood Byrd Hwy	Loudoun County	3.02 2500 0		97%	0%	1%	1%	1%	0%	С	0.117	0.796	28000	A
	To	Bus SR 7 West of	Daniel II	11										
7 Harry Flood Byrd Hwy	From: L Loudoun County	1.07 2600 0		97%	0%	1%	1%	1%	0%	F	0.096	0.793	29000	C
7 Harry Flood Byla Flwy	Education Scarty				0 70		1 70	1 /0	0 70	•	0.000	0.700	20000	
_ Horn, Flood David Hung	From:	Bus SR 7 West of			00/	10/	10/	10/	00/	F	0.006	0.000	22000	(
7 Harry Flood Byrd Hwy	Loudoun County	2.07 2800 0	G	97%	0%	1%	1%	1%	0%	Г	0.096	0.806	32000	Ċ
	To: From:	WCL Purce												_
7 Harry Flood Byrd Hwy	Town of Purcellville (Maint: 53)	0.94 2800 0	G	97%	0%	1%	1%	1%	0%	F	0.096	0.806	32000	C
<u> </u>	To: From:	ECL Purce	lville											
7) Harry Flood Byrd Hwy	Loudoun County	1.04 2800 0	G	97%	0%	1%	1%	1%	0%	F	0.096	0.806	32000	C
\smile	To: From:	SR 287 North of	Purcellville	2		\neg \vdash								
7 Harry Flood Byrd Hwy	Loudoun County	2.07 44000		97%	0%	1%	1%	1%	0%	F	0.092	0.739	49000	C
	To	53-704 Hamilton	Station De	ı										
7 Harry Flood Byrd Hwy	Loudoun County	2.37 4400		97%	0%	1%	1%	1%	0%	F	0.087	0.756	50000	C
) Hairy Flood Byla Hilly					0 70		170	1 /0	070	•	0.007	0.700	00000	`
Llaws Fland Dowd Llaws	From:	SR 9, Bus SR 7 C			10/	10/	00/	10/	00/		0.004	0.701	00000	
7 Harry Flood Byrd Hwy	Loudoun County	2.38 6000	G	98%	1%	1%	0%	1%	0%	С	0.094	0.721	66000	C
	To: From:	Bus SR 7; WCL												
7) Market St West	Town of Leesburg (Maint: 53)	1.85 5400 0	G	98%	1%	1%	0%	1%	0%	F	0.085	0.796	60000	C
<u> </u>	To: From:	US 15 Kir	g St											
7) (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 66000	G	96%	1%	1%	1%	1%	0%	F	0.079	0.538	70000	C
\smile	To	SR 26	,			<u> </u>								
7) (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	1.16 5200		96%	1%	1%	1%	1%	0%	С	0.079	0.538	55000	G
1) (13) ====================================	To:	US 15, BUS SR			.,,					-		2.230		·

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

		Primary and interstat					Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	US 15, Bus SR 7 Ma	rket St			ZAXIC	OTANIC	THAI	ZIIdii		1 40101	1 40101		
7 Market St East	Town of Leesburg (Maint: 53)	1.83 80000	G	97%	1%	1%	0%	0%	0%	F	0.073	0.566	85000	G
	To	ECL Leesburg												
7 Harry Flood Byrd Hwy	From: L Loudoun County	2.38 74000	G	97%	1%	1%	0%	0%	0%	F	0.070	0.595	79000	G
, , , , , , , , , , , , , , , , , , , ,							0,0	0,70	0 / 0	•	0.0.0	0.000	, 0000	O .
Llaws Flood David Llaws	Tion.	01 Claiborne Pkwy; 53-2400 2.99 91000				10/	10/	10/	00/	С	0.077	0.520	07000	F
7 Harry Flood Byrd Hwy	Loudoun County	2.99 91000	F	98%	0%	1%	1%	1%	0%	C	0.077	0.538	97000	Г
	To: From:	SR 28 Sully Ro												
7 Harry Flood Byrd Hwy	Loudoun County	4.07 58000	G	97%	1%	1%	0%	0%	0%	F	0.076	0.54	62000	G
<u> </u>	To: From:	Fairfax County L Loudoun County I												
7 Leesburg Pike	Fairfax County	0.25 58000	N	97%	1%	1%	0%	0%	0%	Ν	0.076	0.54	62000	Ν
7 Leesburg Pike	Tamax Sounty			0.70	1 70		0 70	0 / 0	070		0.070	0.01	02000	
_ Langhura Dika	From	SR 286 Fairfax Count		000/	10/	10/	00/	10/	00/		0.070	0.601	64000	
7 Leesburg Pike	Fairfax County	1.44 60000	G	98%	1%	1%	0%	1%	0%	С	0.072	0.601	64000	G
	To: From:	SR 193 Georgetown												
7 Leesburg Pike	Fairfax County	7.26 54000	F	97%	1%	1%	0%	0%	0%	F	0.077	0.615	57000	F
<u> </u>	To: From:	SR 267 Dulles Tol	ll Rd			\neg \vdash								
7 Leesburg Pike	Fairfax County	1.15 61000	G	97%	1%	1%	0%	0%	0%	F	0.075	0.525	65000	G
\smile	Tor	SR 123 Tysons Co	rner											
7 Leesburg Pike	Fairfax County	0.91 63000	G	97%	1%	1%	0%	0%	0%	С	0.074	0.513	68000	G
) -state and the	To						-,-			_				-
7 Leesburg Pike	Fairfax County	I-495 Captital Belt	F F	97%	1%	1%	0%	0%	0%	F	0.079	0.609	44000	F
7 Leesburg Pike	I amax county	1.40 41000		31 /0	1 /0	1 /0	0 /6	0 /0	0 /6	'	0.079	0.009	44000	'
	From:	I-66										2.511		
7 Broad St	Fairfax County	0.55 31000	N	97%	1%	1%	0%	0%	0%	N	0.079	0.511	33000	N
<u>~</u>	To: From:	WCL Falls Chur	ch											
7 Broad St	City of Falls Church	0.38 31000	G	97%	1%	1%	0%	0%	0%	F	0.079	0.511	33000	G
\smile	To	110-6749 West	St											
7 Broad St	City of Falls Church	0.93 26000	G	97%	1%	1%	0%	0%	0%	F	0.076	0.514	27000	G
\mathcal{O}	To	US 29 Washington	n Ct											
7 Broad St	City of Falls Church	0.34 21000	G	97%	1%	1%	0%	0%	0%	F	0.077	0.564	22000	G
1) Broad St	only of Famo charon			0.70	1 70		0 70	0 / 0	070	•	0.077	0.001	22000	ŭ
Durand Ot	From:	110-6799 Cherry		070/	10/	10/	00/	00/	00/	F	0.004	0.500	00000	G
7 Broad St	City of Falls Church	0.53 20000	G	97%	1%	1%	0%	0%	0%	г	0.084	0.588	22000	G
	To: From:	ECL Falls Churc												
7 Leesburg Pike	Fairfax County	0.23 19000	F	97%	1%	1%	0%	0%	0%	F	0.077	0.639	20000	F
<u> </u>	To: From:	US 50 Arlington E	Blvd											
7 Leesburg Pike	Fairfax County	0.50 34000	F	97%	1%	1%	0%	0%	0%	F	0.073	0.536	37000	F
\smile	To	29-2327 Patrick Her	nry Dr											
7 Leesburg Pike	Fairfax County	1.57 36000	F	97%	1%	1%	0%	0%	0%	F	0.075	0.556	39000	F
1) =5005019 : 1110	To:	SR 244 Baileys Cross	-		. /0		0 /0	0 /0	0 /0	•	0.070	0.000	55000	•

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

		Truck K						Dir						
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Fact		QW
	From:	SR 244 Baileys	Cross Road	S		1	017100	TTTGII	Liian		1 40101	1 401	<u> </u>	
7 Leesburg Pike	Fairfax County	0.69 3400		97%	1%	1%	0%	0%	0%	F	0.077	0.50	5 37000	F
$\overline{}$	To	29-2503 Jef	ferson St											
7 Leesburg Pike	Fairfax County	0.46 3800		97%	1%	1%	0%	0%	0%	F	0.072	0.58	8 41000	F
	To:	WCL Alex	vandria											
7 King St	City of Alexandria	1.09 440 (97%	1%	1%	0%	0%	0%	F	0.073	0.52	8 47000	F
	To	I-39												
7 King St	City of Alexandria	0.65 220 0		97%	1%	1%	0%	0%	0%	F	0.083	0.60	5 23000	F
7) 311	To	Braddoc												
7 King St	City of Alexandria	1.91 130 0		97%	1%	1%	0%	0%	0%	F	0.087	0.61	3 14000	F
7)9 51	The state of the s		-	0.70	. , 0		0,0	0 / 0	0,0	•	0.007	0.01		•
7 King St	City of Alexandria	0.38 130 0		97%	1%	1%	0%	0%	0%	F	0.085	0.63	9 14000	F
7 King St	Oity of Alexandra			37 76	1 /0	1 /0	0 70	0 /0	0 70	·	0.005	0.00	3 14000	· ·
Ving St	City of Alexandria	0.48 640		97%	1%	10/	00/	0%	00/		0.077	0.50	5 6800	F
7 King St	City of Alexandria	0.46 640 Washing	•	97%	170	1%	0%	0%	0%	Г	0.077	0.52	5 6600	Г
	From:	•		NID.										
7 Ramp to I-81 S at Exit 315	Frederick County	0.20 Ramps SR 7 N001)IB							0.084		10000	G
7 Hamp to 1-61 3 at Exit 313	To:	I-81									0.004		10000	ч
	From:	SR ′												
7 Ramp to I-81 N at Exit 315	Frederick County	0.20 790									0.089		7900	G
	To:	I-81												
	From:	SR 07-E062B SR 07-	W062B Fro	m Rt 7										
7 Ramp	Fairfax County	0.15 NA	1			<u>-</u>					NA		NA	
\bigcirc	To	SR 07- 62C To 0	Commuter L	ot		<u> </u>								
7 Ramp	Fairfax County	0.14 950									0.079		9500	G
$\overline{\bigcirc}$	To:	I-66 E	ast											
	From:	SR 07- 62B To 0	Commuter L	ot										
7 Ramp	Fairfax County	0.13 NA	l .								NA		NA	
<u> </u>	To:	From SR 7 Ea	st & West											
East	From:	SR 7												
7 Ramp toward I-81 S at Exit 315	Frederick County	0.04 280									0.091		2800	G
<u> </u>	10.	Ramp SR												
East	From:	SR 7									0.004		0400	0
7 Ramp toward I-81 N at Exit 315	Frederick County	0.05 310 Ramp SR				 1					0.091		3100	G
E. A.	From:			2 .1		<u> </u>								
East 7 Ramp	Fairfax County	SR 7 SR 07-W060A 0.28 190 0		South							0.076		19000	G
7 Ramp	Taillax County	I-495-S048X From Rt 7 I		churo Pika							0.076		1 3000	G
	I	1-7/3-3046A 110III Kt / 1	Lastou- Lees	ourg rike										

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

		Filliary and interstate houtes		
Route	Jurisdiction	Length AADT OA ATire Rue	Truck QC K QK Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East 7 Ramp From SR 7 EB to I-495 NB	Fairfax County	SR 7 Leesburg Pike EB 0.10 20000 G I-495 Capital Beltway Inner Loop NB	0.076	20000 G
East 7 Ramp	Fairfax County	SR 7 To Rt 66 East & West 0.08 10000 G SR 07-E062B TO RT 66 EAST	0.086	10000 G
East 7 Ramp	Fairfax County	0.14 21000 G I-66-W FROM RT 7 EAST	0.075	21000 G
East 7 Ramp	Fairfax County	SR 07-E062A To Rt 66 East 0.35 12000 G 97% 1% SR 07-W062B SR 07- 62B From Rt 7		12000 G
East 7 Ramp	City of Alexandria (Maint: 00)	SR 7; 30th St. To Rt 395 0.11 17000 F SR 07-E069B TO RT 395 NORTH & SOUTH	0.08	17000 F
East 7 Ramp	City of Alexandria (Maint: 00)		0.080	34000 G
East 7 Ramp	City of Alexandria (Maint: 00)	SR 07-E069A To Rt 395 North & South 0.23 NA 1-395-N From Rt 7 East00- King St	NA	NA
West 7 Ramp toward I-81 S at Exit 315	From:From:From:	SR 7 0.06 7500 G Ramp SR 7 A	0.083	7500 G
West 7 Ramp toward I-81 N at Exit 315	Frederick County	SR 7 0.06 4800 G Ramp SR 7 B	0.095	4800 G
West 7 Ramp	Fairfax County	SR 7 SR 07-E060A To Rt 495 South 0.19	0.109	4500 G
West 7 Ramp From SR 7 WB to I-495 NB	Fairfax County	SR 7 Leesburg Pike WB 0.22 12000 G I-495 Capital Beltway Inner Loop NB	0.076	12000 G
West 7 Ramp	Fairfax County	SR 7 TO RT 66 WET 0.15 4000 G I-66-W FROM RT 7 WEST	0.095	4000 G
West 7 Ramp	Fairfax County	SR 7 TO RT 66 EAST & COMMUTER LOT 0.13 NA SR 07-E062B SR 07- 62B FROM RT 7	NA	NA
West 7 Ramp	Arlington County	SR 7 TO RT 395 NORTH & SOUTH 0.25 NA SR 7 TO RT 395 NORTH & SOUTH	NA	NA

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

				ale noi				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:		SR 7 West													
(7) Ramp	Arlington County	0.12	NA									NA			NA	
West	From:	Ramps to I-3	95 South and from SR 7		North											
7 Ramp	Arlington County	0.07	5300	G								0.18			5300	G
\bigcirc	To:		I-395 North	l												
	From:	US	50 Boscawe	n St												
$\left(7\right)\left(522\right)\left(11\right)\left(50\right)$ Braddock St	City of Winchester	0.17	6900	G	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7400	G
Combined Tr	raffic Estimates for 2 Parallel Roadways			G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	G
	To: From:		Piccadilly St Braddock St													
(7) (50) (522) Piccadilly St	City of Winchester	0.18	9400	G	99%	0%	1%	0%	0%	0%	F	0.086		0.641	10000	G
Combined Tr	raffic Estimates for 2 Parallel Roadways	on this Route:	11000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	G
	To:	SR	7 Cameron	St												
Bus	From:	SR 7	West of Bern	ryville												
7 West Main St	Clarke County	0.80	5900	F	98%	1%	1%	0%	0%	0%	С	0.095		0.615	6200	F
Bus	To- From	W	CL Berryvil	lle												
7 West Main St	Town of Berryville (Maint: 21)	0.86	5900	N	98%	1%	1%	0%	0%	0%	N	0.095		0.615	6200	Ν
Bus	To: From:	US	340 Berryv	ille												
(₇) East Main St	Town of Berryville (Maint: 21)	1.12	4500	F	95%	0%	1%	1%	3%	0%	С	0.094		0.685	4800	F
Bus	To- From	Е	CL Berryvil	le												
7 East Main St	Clarke County	0.27	4500	N	95%	0%	1%	1%	3%	0%	Ν	0.094		0.685	4800	Ν
	To:	SR 7	East of Berr	yville												
Bus	From:	SR 7	West of Lee	sburg												
7 Market St	Loudoun County	0.09	14000	G	99%	0%	1%	0%	0%	0%	F	0.116		0.799	14000	G
Pure	To: From:	W	/CL Leesbu	rg												
Bus 7 Market St	Town of Leesburg	0.12	14000	G	99%	0%	1%	0%	0%	0%	F	0.116		0.799	14000	G
7) Mariot St	Town of Edobbarg					0 70		0,0	070	070	·	0.110		0.700	1 1000	ŭ
Bus	From:		Fairview St													
7 Market St	Town of Leesburg	0.25	11000	G	99%	0%	1%	0%	0%	0%	С	0.108		0.772	12000	G
Bus	To: From:	253-	4206 Loudo	un St												
7 Market St	Town of Leesburg	0.27	8300	G	99%	0%	1%	0%	0%	0%	F	0.113		0.808	8800	G
Bus	To: From:	25	3-4205 Ayr	St												
7 Market St	Town of Leesburg	0.36	9400	G	99%	0%	1%	0%	0%	0%	F	0.097		0.697	10000	G
Bus	To: From:		Bus US 15													
7 Market St	Town of Leesburg	0.09	11000	G	99%	0%	1%	0%	0%	0%	F	0.082		0.542	12000	G
(')	To		Church St	-												

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

		riiiiaiy aliu						Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QW
Bus	From:		Church St												
7 Market St	Town of Leesburg	0.23	9200	G	99%	0%	1%	0%	0%	0%	С	0.085	0.593	9800	G
Bus	To: From:	253-42	06 Loudour	ı St											
(7) Market St	Town of Leesburg	0.27	19000	G	99%	0%	1%	0%	0%	0%	F	0.087	0.503	20000	G
Bus	To: From:	253-4200	0 Catoctin C	Circle											
7 Market St	Town of Leesburg		38000	G	99%	0%	1%	0%	0%	0%	F	0.08	0.585	41000	G
<u> </u>	To:		S 15; SR 7												
Bus 7 Loudoun Street West	Loudoun County	SR 7 We 0.31	est Of Round 1800	d Hill G	97%	1%	1%	1%	0%	0%	F	0.102	0.646	1900	G
7) Edddodii Gireet West	Loudoun Gounty				31 /6	1 70		1 /0	0 70	0 70	•	0.102	0.040	1300	ď
Bus	From:		L Round Hil		070/	10/	10/	10/	00/	00/	N.	0.100	0.040	1000	N.I.
7 Loudoun St	Town of Round Hill (Maint: 53)	0.32	1800	N	97%	1%	1%	1%	0%	0%	N	0.102	0.646	1900	N
Bus	To: From:		719 Main St												
7 Loudoun St	Town of Round Hill (Maint: 53)	0.25	5900	G	97%	1%	1%	1%	0%	0%	F	0.092	0.613	6300	G
Bus	To: From:	ECL	Round Hil	1											
7 Loudoun Street East	Loudoun County	0.24	5900	N	97%	1%	1%	1%	0%	0%	Ν	0.092	0.613	6300	Ν
Bus	To: From:	SR 7 Between Ro	ound Hill an	nd Purc	ellville										
7 Loudoun Street East	Loudoun County	1.66	9100	G	97%	1%	1%	1%	0%	0%	С	0.099	0.584	9700	G
Bus	Toe From	WCI	L Purcellville	e											
7 Main St	Town of Purcellville (Maint: 53)	2.06	9100	N	97%	1%	1%	1%	0%	0%	N	0.099	0.584	9700	Ν
\bigcirc	To: From:	SR 28	7 Berlin Tp	ke											
Bus 7 Colonial Highway	Town of Purcellville (Maint: 53)	0.07	10000	N	97%	1%	1%	1%	0%	0%	Ν	0.167	0.717	11000	N
	Tor	ECL	Purcellville	e											
Bus 7 Colonial Highway	Loudoun County		10000	G	97%	1%	1%	1%	0%	0%	F	0.167	0.717	11000	G
7) Soloma ingilia	To To		L Hamilton		01 70	. 70		170	070	070		0.107	0.7.17	11000	<u> </u>
Bus 7 West Colonial Hwy	Town of Hamilton (Maint: 53)		10000	N	97%	1%	1%	1%	0%	0%	N	0.167	0.717	11000	N
7 West Colonial Hwy	Town of Hamilton (Maint. 55)				9770	170	1 70	170	0%	0%	IN	0.167	0.717	11000	IN
Bus	From:		L Hamilton		.=-/							2.425			
7 Colonial Highway	Loudoun County		10000 R 9 Clarkes	Gan	97%	1%	1%	1%	0%	0%	N	0.167	0.717	11000	N
	From:		arolina State												
8 Salem Hwy	Patrick County		1700	G	94%	1%	1%	1%	3%	0%	С	0.089	0.563	1800	G
$\overline{}$	To:	SR 103 Dry Por													
8 Salem Hwy	Patrick County	SR 103 South C 3.42	Of Stuart Dry 4600	y Pond G	Hwy 94%	1%	1%	1%	3%	0%	F	0.084	0.721	4900	G
<u></u>	Tα		CL Stuart												

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

_								Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:		SCL Stuart												
8 Patrick Ave	Town of Stuart (Maint: 70)	0.75	4600	N	94%	1%	1%	1%	3%	0%	N	0.084	0.721	4900	N
Bus	To: From:		Bus US 58												
8 58 West Blue Ridge St	Town of Stuart (Maint: 70)	1.00	3300	G	99%	0%	0%	0%	0%	0%	С	0.091	0.509	3400	G
	To	,	WCL Stuart												
Bus	From:				000/	00/		00/	00/	00/		0.11	0.500	0.400	
8 (58)	Patrick County	0.51	3300	N	99%	0%	0%	0%	0%	0%	N	0.11	0.533	3400	N
	T _C . From:		Bus US 58												
8) (58) Jeb Stuart Hwy	Patrick County	2.01	5000	G	93%	0%	1%	1%	4%	0%	С	0.091	0.509	5300	G
	To: From:		US 58 North N, Jeb Stuar												
8 Woolwine Hwy	Patrick County	3.89	2900	G	93%	2%	2%	1%	3%	0%	F	0.088	0.529	3100	G
,	то														
8 Woolwine Hwy	Patrick County	6.22	airystone Pa	irk Hwy G	93%	2%	2%	1%	3%	0%	С	0.096	0.508	2000	G
8 Woolwine Hwy	Tatlick County				30 /6	2 /0	2 /0	1 /0	J /6	0 78	O	0.030	0.500	2000	
	To: From:		40 Woolwi		000/	00/		401	00/	201		0.400	0.547	1100	
8 Woolwine Hwy	Patrick County	6.14	1100	G	93%	2%	2%	1%	3%	0%	F	0.100	0.547	1100	G
	From:		yd County L ick County I												
8 Parkway Lane South	Floyd County	0.34	1200	G	93%	2%	2%	1%	3%	0%	F	0.087	0.638	1300	G
9 ,	To	D1	D:4 D-4-												
8 Parkway Lane South	Floyd County	5.69	Ridge Park 1900	G G	93%	2%	2%	1%	3%	0%	F	0.088	0.579	2000	G
8 Parkway Lane South	1 loya county				0070	270		1 /0	0 /0	0 70	•	0.000	0.070	2000	
Cavith Lagrest Ct	From:		SCL Floyd	- N	000/	00/		10/	00/	00/	NI	0.000	0.570	0000	
8 South Locust St	Town of Floyd (Maint: 31)	0.27	1900	N	93%	2%	2%	1%	3%	0%	N	0.088	0.579	2000	Ν
	To: From:		S 221 Main												
8 North Locust St	Town of Floyd (Maint: 31)	0.30	7400	G	97%	0%	1%	1%	1%	0%	F	0.086	0.588	7800	G
<u>~</u>	To: From:		NCL Floyd												
8 Webbs Mill Rd	Floyd County	4.07	7400	N	97%	0%	1%	1%	1%	0%	Ν	0.086	0.588	7800	N
<u> </u>	To: From:	31-73	0 Ridge Vie	w Rd											
8 Webbs Mill Rd	Floyd County	5.95	4900	Α	97%	0%	1%	1%	1%	0%	С	0.112	0.559	5100	A
\smile	To:		omery Coun	•											
	From:		yd County L		070/	00/		40/	40/	00/	_		0.504	0.400	_
8 Riner Rd	Montgomery County	5.99	8900	G	97%	0%	1%	1%	1%	0%	F	0.098	0.584	9400	G
	11011.	60-658 N of I													
8 Riner Rd	Montgomery County	3.26	12000	G	97%	0%	1%	1%	1%	0%	С	0.100	0.66	12000	G
<u> </u>	To: From:	SCL Chr	istiansburg 1	near I-8											
8 W Main St	Town of Christiansburg (Maint: 60)	0.22	13000	G	98%	1%	1%	0%	1%	0%	F	0.103	0.567	14000	G
\smile	To	Old So	CL Christian	sburg			<u> </u>								
8 W Main St	Town of Christiansburg	0.77	12000	G	98%	1%	1%	0%	1%	0%	С	0.097	0.568	13000	G
	To		11; Radford								-				_

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

		- Illiary and intersta					Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	SR 8 W Main S												
8 Ramp to I-81 N at Exit 101	Town of Christiansburg (Maint: 60)	0.20 4100	G								0.159		4100	G
<u> </u>	To:	I-81 N												
	From:	SR 8 W Main S												
8 Ramp to I-81 S at Exit 101	Town of Christiansburg (Maint: 60)	0.12 2300	G								0.114		2300	G
<u> </u>	To:	I-81 S												
	From:	West Virginia State												
9 Charles Town Pike	Loudoun County	3.10 14000	G	98%	1%	1%	0%	1%	0%	F	0.088	0.801	15000	G
<u></u>	To: From:	53-671 Harpers Fer	rry Rd											
9 Charles Town Pike	Loudoun County	1.80 16000	G	98%	1%	1%	0%	1%	0%	F	0.085	0.782	17000	G
\mathcal{I}	To:	WCL Hillsboro	0											
9 Charles Town Pike	Town of Hillsboro (Maint: 53)	0.41 16000	N	98%	1%	1%	0%	1%	0%	Ν	0.085	0.782	17000	Ν
9)	Tol	ECL Hillsboro												
G Charles Town Pike	Loudoun County	0.27 16000	N	98%	1%	1%	0%	1%	0%	N	0.085	0.782	17000	N
9 Charles Town Pike	Educati County			00 /0	1 /0	. 70	0 70	1 /0	0 70	.,	0.000	0.702	17000	
	From:	53-690 Hillsboro		2221					221	_				
9 Charles Town Pike	Loudoun County	2.19 15000	G	98%	1%	1%	0%	1%	0%	С	0.079	0.732	15000	G
<u> </u>	To: From:	SR 287 Berlin T ₁	pke											
9 Charles Town Pike	Loudoun County	3.10 16000	G	98%	1%	1%	0%	1%	0%	F	0.073	0.915	17000	G
<u> </u>	To:	53-704 Hamilton Sta	tion Rd	l										
9 Charles Town Pike	Loudoun County	2.21 20000	G	98%	1%	1%	0%	1%	0%	F	0.081	0.738	21000	G
\mathcal{I}	To:	SR 7 Clarkes G	ap											
	From:	US 360 Hull S	St											
10 Broad Rock Rd	City of Richmond	0.81 9400	F	98%	1%	1%	0%	0%	0%	С	0.082	0.527	10000	F
\mathcal{I}	Tot	N Belt Blvd				<u> </u>								
10) (161) Broad Rock Blvd	City of Richmond	0.43 16000	F	98%	1%	1%	0%	0%	0%	F	0.097	0.517	17000	F
10) (101) = 1001 = 110														
10 Broad Rock Blvd	City of Richmond	S Belt Blvd 2.10 20000	F	98%	1%	1%	0%	0%	0%	С	0.095	0.631	21000	F
10 Broad Rock Blvd	City of Alcrimona	2.10 20000		30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.093	0.031	21000	'
	To: From:	W. Belmont Re								_				
10) Iron Bridge Rd	City of Richmond	0.56 12000	F	98%	1%	1%	0%	0%	0%	F	0.094	0.602	14000	F
<u></u>	To: From:	SCL Richmone	d											
₁₀) Iron Bridge Rd	Chesterfield County	0.60 13000	F	98%	1%	1%	0%	0%	0%	F	0.089	0.607	14000	F
<u> </u>	To	SR 150 Chippenham	ı Pkwv											
10) Iron Bridge Rd	Chesterfield County	1.21 35000	F	97%	0%	1%	1%	1%	0%	F	0.095	0.675	38000	F
	Tool		D.4											
10) Iron Bridge Rd	Chesterfield County	20-638 Cogbill I 3.19 29000	F.	97%	0%	1%	1%	1%	0%	F	0.093	0.565	32000	F
10) Holl Bridge Hu	Onesterned County		'	31 /6	0 /0	1 /0	1 /0	1 /0	U /6	'	0.033	0.505	52000	'
	To: From:	SR 288		0==/	0-1		4-1	461	061		0.00:		4000-	
10) Iron Bridge Rd	Chesterfield County	1.47 39000	F	97%	0%	1%	1%	1%	0%	С	0.091	0.529	43000	F
<u>~</u>	Tα	20-655 Beach F	Rd											

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

						Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA 4Tir	e Bus	2Axle 3				QC	Factor	QK Factor	AAWDT	QW
	From:	20-655 Beach Rd											
10 Iron Bridge Rd	Chesterfield County	4.03 26000	F 97%	6 0%	1%	1%	1%	0%	F	0.095	0.531	29000	F
\smile	To	20-749 Womack R	Rd										
10 Iron Bridge Rd	Chesterfield County	0.67 22000	F 96%	6 1%	1%	2%	1%	0%	С	0.086	0.503	24000	F
	To	CD 144 W/ II	. D.1										
10 (144) Hundred Rd	Chesterfield County	SR 144 W, Harrowgai	F 98%	6 0%	1%	1%	1%	0%	F	0.090	0.562	34000	F
10 144 Hundred Rd	Chesternela County	0.25 31000	F 907	0 070	1 70	1 70	1 70	0%	Г	0.090	0.562	34000	Г
	To: From:	SR 144 E, Chester l	Rd										
₁₀) Hundred Rd	Chesterfield County	1.68 30000	F 98%	% 0%	1%	1%	1%	0%	С	0.094	0.580	33000	F
<u> </u>	To	US 1, US 301 Jefferson D	avic Hwy										
10) West Hundred Rd	Chesterfield County	0.44 39000	F 98%	6 0%	1%	1%	1%	0%	F	0.09	0.568	43000	F
10) West Handred He	onotional county		. 007	0 070		1 70	1 /0	0 70	•	0.00	0.000	10000	•
	From:	I-95											
10) West Hundred Rd	Chesterfield County	2.47 47000	F 95%	6 0%	1%	1%	3%	0%	F	0.096	0.505	54000	F
<u> </u>	To	20-618 Old Bermuda Hur	ndred Rd		\neg \vdash								
10 Hundred Rd East	Chesterfield County	1.46 35000	F 95%	6 0%	1%	1%	3%	0%	F	0.095	0.508	40000	F
10)													
	From:	I-295							_		2.512		
10 Hundred Rd East	Chesterfield County	0.90 28000	A 95%	6 0%	1%	1%	3%	0%	С	0.116	0.510	32000	A
<u> </u>	To:	20-746 Enon Church	n Rd		\neg \vdash								
10 Hundred Rd East	Chesterfield County	2.07 22000	F 95%	6 0%	1%	1%	3%	0%	F	0.089	0.526	25000	F
	To:	Prince George County											
	From:	Chesterfield County l	Line										
10) Randolph Rd	Prince George County	0.32 20000	G 95%	6 0%	1%	1%	3%	0%	F	0.089	0.526	22000	C
\mathcal{I}	To	WCL Hopewell											
10) Randolph Rd	City of Hopewell (Maint: 74)		N 95%	6 0%	1%	1%	3%	0%	Ν	0.088	0.505	22000	Ν
10) Randolph Rd	Oity of Flopewell (Maint: 74)	0.10 19000	14 95 /	0 070	1 /0	1 /0	J /6	0 /6	14	0.000	0.505	22000	11
	To: From:	Maintenance Bound											
₁₀) Randolph Rd	City of Hopewell	0.12 19000	G 95%	% 0%	1%	1%	3%	0%	F	0.088	0.505	22000	G
\mathcal{L}	To	North 6th Ave											
10) Randolph Rd	City of Hopewell		G 95%	6 0%	1%	1%	3%	0%	F	0.085	0.562	13000	
10) Handolphi Ha	Oity of Flopeweii		u 007	0 070	170	1 70	0 /0	0 70	•	0.000	0.002	10000	
	To: From:	Main St											
10 Randolph Rd	City of Hopewell	0.74 9900	G 95%	6 0%	1%	1%	3%	0%	F	0.089	0.58	11000	C
\smile	To	SR 156; Winston Churc	chill Dr										
10 (156) Randolph Rd	City of Hopewell		G 95%	6 0%	1%	1%	3%	0%	F	0.092	0.684	8400	G
10) (130)	-		C . 007	0 0,0		. , 0	070	0,0	•	0.002	0.00	0.00	
	From	ECL Hopewell											
10 (156) James River Dr	Prince George County	1.17 9100	G 95%	% 0%	1%	1%	3%	0%	F	0.086	0.633	10000	G
	To	SR 156 W, Winston Chur	chhill Rd		<u> </u>								
10) (106) (156) James River Dr	Prince George County		G 939	6 0%	1%	1%	5%	0%	С	0.09	0.601	10000	G
	Tar												
Lauren Birran Bu	From	SR 156 E, .	• • • • • • • • • • • • • • • • • • • •	. 221		401	FC'	001		0.004	0.000	4000	_
10) James River Dr	Prince George County		G 93%	6 0%	1%	1%	5%	0%	F	0.084	0.609	4800	G
<u> </u>	To:	74-641 Moody Ro	d										

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

Route	Jurisdiction	Length A	ADT OA	4Tire	Rus		Truck		QC	K	QK _ Dir	AAWDT	. 0
riodio	ouriou out			71110	Duo	2Axle 3+	Axle 1Tra	l 2Trail	<u> </u>	Factor	Factor	70000	
) James River Dr	Prince George County		Moody Rd 8900 G	93%	0%	1%	1% 5%	0%	F	0.086	0.653	4000	(
James River Dr	Finice George County			90 /0	0 /0	1 /0	1/0 3/0	0 /6	'	0.000	0.055	4000	
James Biver Dr	Prince County		Garysville	020/	10/	10/	IO/ FO/	00/	F	0.000	0.000	0700	
James River Dr	Prince George County	5.93 2	2700 G	93%	1%	1%	1% 5%	0%	Г	0.082	0.609	2700	
	To: From:		lorning Star Rd	000/	40/		10/ 50/	00/		0.000	0.500	0000	_
James River Dr	Prince George County		200 G	93%	1%	1%	1% 5%	0%	F	0.086	0.509	2200	
	From:		County Line rge County Line										_
0) Colonial Trail	Surry County		100 F	93%	1%	1%	1% 5%	0%	F	0.090	0.533	2100	
<i>)</i>	To	SR 40 S	pring Grove										
Olonial Trail	Surry County		2500 A	93%	1%	1%	1% 5%	0%	С	0.116	0.598	2500	
9)	To	CD 21 C	, Rolfe Hwy										
0) (31) Colonial Trail	Surry County		800 F	93%	1%	1%	1% 5%	0%	F	0.087	0.612	5000	
0) (31)	To,						.,.		•		•.•		
(0) (31) Colonial Trail	Town of Surry (Maint: 90)		L Surry 1800 N	93%	1%	1%	1% 5%	0%	N	0.087	0.612	5000	
0 (31) Colonial Trail	Town of Surry (Maint: 90)			30 /6	1 /0	1 /0	1/6 3/6	0 /6	IN	0.007	0.012	3000	
Onlawin Tooli	Towns of Owns (Mariata CO)		SR 31	000/	40/		10/ 50/	00/		0.000	0.500	5000	_
O Colonial Trail	Town of Surry (Maint: 90)	0.72 5	200 F	93%	1%	1%	1% 5%	0%	F	0.093	0.533	5300	
	From:		L Surry										
Olonial Trail	Surry County	6.02 5	200 N	93%	1%	1%	1% 5%	0%	Ν	0.093	0.533	5300	
	To: From:	90-617 B	Bacons Castle										
0 Colonial Trail	Surry County		900 F	93%	1%	1%	1% 5%	0%	F	0.096	0.560	4100	
<u> </u>	To:		ht County Line										
0 Old Stage Hwy	Isle of Wight County		County Line COUNTY COUN	93%	1%	1%	1% 5%	0%	F	0.106	0.561	7100	
(i) Old Glage (iii)	isio of Wight County				1 70		70 070	070	•	0.100	0.001	7100	
	Isle of Wight County		rest Of Smithfiel rest Of Smithfiel	96%	1%	1% ()% 2%	0%	С	0.107	0.522	7400	
0)	isle of Wight County			90 /6	1 /0	1/0)/o	0 /6	C	0.107	0.522	7400	
	Town of Conitation (Mainty 4C)		Smithfield	000/	10/		20/ 00/	00/	F	0.004	0.005	11000	_
10)	Town of Smithfield (Maint: 46)		0000 G Main St West	96%	1%	1% ()% 2%	0%	г	0.094	0.605	11000	
	From:		St West										_
0)(258)	Town of Smithfield (Maint: 46)	2.30 18	8000 G	96%	1%	0%	1% 2%	0%	С	0.093	0.551	19000	
	To	Bus US 258, Bus S	SR 10 Church St	South									
0) (258) Benns Church Blvd	Town of Smithfield (Maint: 46)		9000 G	96%	1%	0%	1% 2%	0%	F	0.091	0.51	31000	
<i>y</i> (3)	To	Old ECI	L Smithfield										
0) (258) Benns Church Blvd	Town of Smithfield (Maint: 46)		5000 G	96%	1%	0%	1% 2%	0%	F	0.092	0.524	27000	
0) (230)	To												
0) (258) Benns Church Blvd	Isle of Wight County		Smithfield 6000 G	96%	1%	0%	l% 2%	0%	F	0.093	0.547	27000	
Benns Church Blvd	Try		vers Neck Blvd	JU /6	1 /0	- 70	1/0/0	U /0	'	0.000	0.047	2,000	
	From		ewers Neck Blv	d									_
10) (32) Benns Church Blvd	Isle of Wight County	4.15 1	1000 G	95%	0%	1%	2% 2%	0%	С	0.097	0.629	12000	
	To	NCL	. Suffolk										

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

	Jurisdiction	Length AADT QA 4Tir	o Ruc					K	QK _	r AAWDT	- OW
Route	Julisuiction		e bus	2Axle 3	3+Axle 1	rail 2Tra	I	Factor	Fac	tor	
(10) (32)	City of Suffolk	Isle of Wight County Line 1.31 9200 G 959	% 1%	1%	1% 2	2% 0%	F	0.09	0.6	14 9800	G
10 02	То	SR 125 Chuckatuck									
10 (32) Godwin Blvd	City of Suffolk	0.87 12000 G 95%	% 1%	1%	1% 2	2% 0%	F	0.097	0.5	71 13000	G
	То	133-603 Everets Rd									
10 (32) Godwin Blvd	City of Suffolk	4.81 12000 G 95%	% 1%	1%	1% 2	2% 0%	С	0.097	0.5	71 12000	G
	To	133-634 Kings Fork Rd		<u> </u>							
(10) (32) Godwin Blvd	City of Suffolk	1.36 22000 G 95%	% 1%	1%	1% 2	2% 0%	F	0.089	0.5	10 24000	G
	To From	US 58 Suffolk Bypass									
(10) (32) Godwin Blvd	City of Suffolk	0.54 19000 G 959	% 1%	1%	1% 2	2% 0%	F	0.084	0.5	13 21000	G
Due Due	To: From:	Pruden Blvd US 460 Bus US 460 Elephant Fork									
(10) (460) (32)	City of Suffolk	1.49 26000 A 99%	% 0%	0%	0% (0% 0%	С	0.1	0.5	29 27000	Α
(10) (400) (62)	То:	Bus US 460, Bus US 58									
Bus Main Ct	From:	Bus US 460	00/	10/	00/ /	00/	_	0.007	0.5	00000	_
10 32 460 Main St	City of Suffolk	0.09 28000 G 9999 Bus US 58	% 0%	1%	0% (0%	F	0.087	0.5	29000	G
Bus	From:	Bus US 58, Bus US 460									
(10) (32) (13) Main St	City of Suffolk	0.68 19000 G 999	% 0%	1%	0% (0%	F	0.079	0.5	20000	G
	To:	SR 337 Washington St									
East (10) Ramp	Chesterfield County	SR 10 E, West Hundred Rd 0.40 4800 F						0.077		4800	F
10 Ramp	Ta	I-95 South						0.077		4000	'
East	From:	SR 10 TO RT 95									
(10) Ramp	Chesterfield County	0.13 4000 G						0.097		4000	G
$\overline{}$	Τα	I-95-N FROM RT 10									
East	From:	SR 10 TO RT 295									
(10) Ramp	Chesterfield County	0.39 4400 G I-295-E FROM RT 10						0.096		4400	G
	From:	SR 10 TO RT 295									
East (10) Ramp	Chesterfield County	0.26 3600 G						0.096		3600	G
10)	To:	I-295-W FROM RT 10									
West	From:	SR 10 W, West Hundred Rd									
10 Ramp	Chesterfield County	0.31 2700 G						0.086		2700	G
<u> </u>	To:	I-95 South									
West	Chastarfield County	SR 10 W, West Hundred Rd						0.110		10000	_
10 Ramp	Chesterfield County	0.25 12000 G I-95 North						0.112		12000	G
West	From:	SR 10 W Fact Hundred Pd									
West 10 Ramp	Chesterfield County	SR 10 W, East Hundred Rd 0.23 910 G						0.161		910	G

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

-							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
Vest	From:	SR 10 W, East Hu												
10) Ramp	Chesterfield County	0.45 2000	G								0.127		2000	G
<u> </u>	10.	I-295 Wes	st											
Bus Bus 258 South Church St	Town of Smithfield (Maint: 46)	SR 10		99%	0%	0%	0%	Λο/	00/	F	0.095	0.527	16000	(
10 (258) South Church St	Town of Smitmed (Maint. 46)	0.85 15000	G	99%	0%	0%	0%	0%	0%	Г	0.095	0.527	16000	,
Bus Bus	To: From:	Battery Park	Rd											
10) (258) South Church St	Town of Smithfield (Maint: 46)	0.79 12000	G	99%	0%	0%	0%	0%	0%	С	0.095	0.564	13000	(
	To:	Red Point	Dr											
Bus Bus 10) (258) Church St	Town of Smithfield (Maint: 46)	0.79 12000	G	99%	0%	0%	0%	0%	0%	F	0.099	0.568	13000	
10) (258) Gridieri St	To:	Bus SR 258 Sm		33 /6	0 76		0 76	0 /6	0 /6	•	0.033	0.500	13000	
Bus	From:	Bus US 258 M												
10) North Church St	Town of Smithfield (Maint: 46)	0.85 6200	G	99%	0%	0%	0%	0%	0%	С	0.109	0.649	6600	
<u></u>	To:	Berry Hill l	Rd			\neg \vdash								
Bus 10) North Church St	Town of Smithfield (Maint: 46)	0.43 6300	G	99%	0%	0%	0%	0%	0%	F	0.113	0.652	6700	
10) North Gharon Gt	Town or ormanica (Maint: 10)			0070	0 70		0 70	0 / 0	0 70	•	0.110	0.002	0,00	
Bus	From:	NCL Smithf												
0 Old Stage Hwy	Isle of Wight County	0.76 3500	G	97%	1%	1%	0%	1%	0%	F	0.101	0.546	3600	
- Due	To: From:	46-674 Blounts C	orner Rd											
Bus 10 West Main St	Isle of Wight County	2.16 1500	G	97%	1%	1%	0%	1%	0%	С	0.105	0.693	1500	
10) 11 301 1114111 31	To:	SR 10 West of Si		0.70	. , 0	Ť	0,0	. , 0	0,0	Ū	01.00	0.000	.000	
	From:	State St												
11) (421) Euclid Ave	City of Bristol	0.75 13000	G	99%	0%	1%	0%	0%	0%	F	0.088	0.605	14000	
	To	Vance St												
11) (421) Euclid Ave	City of Bristol	0.19 14000	G	99%	0%	1%	0%	0%	0%	F	0.09	0.5	15000	
(1) (421)	To To						- , -	- , -	-,-					
11) (421) Euclid Ave	City of Bristol	Bob Morrison 0.18 15000	G	99%	0%	1%	0%	0%	0%	F	0.093	0.534	16000	
11 \ 421 Euclid Ave	Oity of Briston			00 70	0 70		0 70	0 /0	0 70	•	0.000	0.004	10000	
11 (19) Euclid Ave	City of Bristol	SR 381 Commonw 0.48 8000	realth Ave	99%	0%	1%	0%	0%	0%	F	0.095	0.534	8500	
11) (19) Euclid Ave	City of Bristor	0.48 8000	<u> </u>	99%	076	1 70	0%	076	0%	Г	0.095	0.554	6500	
~~ =	To: From:	Piedmont A		000/	00/		00/	00/	00/		0.004	0.550	0500	
11) (19) Euclid Ave	City of Bristol	0.56 6100	G	99%	0%	1%	0%	0%	0%	С	0.094	0.552	6500	
~ ~	T _{CC} From:	Moore S												
1) (19) Lee Highway	City of Bristol	0.48 13000	G	99%	0%	1%	0%	0%	0%	F	0.09	0.504	14000	
~ ~	To: From:	Valley D	r											
11) (19) Lee Highway	City of Bristol	1.26 12000	G	99%	0%	1%	0%	0%	0%	F	0.09	0.502	13000	
~ ~	To: From:	I-81												
11 (19) Lee Highway	City of Bristol	End State Main 1.36 14000	enance G	98%	0%	0%	1%	0%	0%	F	0.086	0.507	14000	
11) (19) Lee Highway	To:	Bonham R		30 /6	0 /6	0 /0	1 /0	0 /0	U /0	'	0.000	0.507	14000	

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

		Primary and Interstate	Routes										
Davita	li cuita alta atia ia	Lamenth AADT O	A 4T:	- D		Tru	ıck		00	K	Dir	A A W.D.T.	. 014
Route	Jurisdiction	Length AADT Q	A 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
~~~~~	From:	Bonham Rd											
(11) (19) Lee Highway	City of Bristol	0.51 <b>17000 (</b>	<b>3</b> 98%	0%	0%	1%	0%	0%	F	0.091	0.559	17000	G
<del>\$\ \\</del>	To: From:	Old Airport Rd											
11 (19) Lee Highway	City of Bristol	0.68 <b>14000</b> (	<b>3</b> 98%	0%	0%	1%	0%	0%	F	0.122	0.513	15000	G
$\bigcirc$	Too	NCL Bristol											
11 19 Lee Highway	Washington County		<b>A</b> 98%	0%	0%	1%	0%	0%	С	0.122	0.513	9200	Α
	To	95-1717 Wash Co Ind Par	els D.d										
11 19 Lee Highway	From: Washington County		<b>3</b> 95%	1%	1%	2%	2%	0%	F	0.104	0.644	7700	G
11) Lee Highway	T-			. , ,		=70	_,,	0,0	-	0	0.0		<b>.</b>
11 ( )19 Lee Highway	Washington County	95-869 Astor Rd 1.28 <b>9000</b> (	<b>a</b> 98%	0%	0%	1%	0%	0%	F	0.104	0.644	9300	G
(11) (19) Lee Highway	washington County	95-611 Diver Rd	<b>3</b> 30 /	0 /0		1 /0	0 /0	0 /6	'	0.104	0.044	9300	G
	From:	95-611 Spring Creek F	Rd										
11 (19) Lee Highway	Washington County	1.72 <b>6600 (</b>	<b>9</b> 6%	0%	2%	1%	1%	0%	С	0.101	0.575	6800	G
$\bigcirc$	To	WCL Abingdon											
11 (19) Main St	Town of Abingdon		<b>9</b> 5%	1%	1%	2%	2%	0%	F	0.093	0.631	8100	G
	To												
11) (19) Main St	Town of Abingdon	SR 140 Jonesboro Ro 0.43 <b>24000</b> (	a 98%	0%	1%	0%	0%	0%	F	0.094	0.535	25000	G
11) 19) Main St	Town of Abingdon		<b>a</b> 30 /	0 /0	1 /6	0 /6	0 /6	0 /6	'	0.034	0.555	23000	u
~ ~ · · · · ·	From:	Colonial Rd	• • • • • • • • • • • • • • • • • • • •	00/		00/	20/	201	_	0.000	0.507	0.4000	
11) (19) Main St	Town of Abingdon	0.47 <b>23000 (</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.093	0.507	24000	G
~~	To: From:	US 19 Porterfield Hw	•										
11 Main St/Lee Hwy	Town of Abingdon	0.47 <b>14000 C</b>	<b>9</b> 8%	0%	1%	0%	0%	0%	F	0.087	0.51	15000	G
<u>~</u>	To: From:	Palmer St											
11 Main St	Town of Abingdon	0.35 <b>15000</b> (	98%	0%	1%	0%	0%	0%	С	0.087	0.502	16000	G
~ <u></u>	To:	US ALT 58, Russell R											
ALT Main St	Town of Abjunction	US ALT 58, Russell S 0.24 <b>12000</b> (		00/	10/	00/	00/	00/	F	0.001	0.500	10000	0
11) (58) Main St	Town of Abingdon	0.24 <b>12000 (</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	Г	0.081	0.509	12000	G
~	To: From:	US Alt 58, SR 75, Cummi							_				
11 Main St/Lee Hwy	Town of Abingdon	0.66 <b>12000 (</b>	<b>9</b> 9%	1%	0%	0%	0%	0%	F	0.084	0.575	13000	G
~	To: From:	Tanner St											
11 Main St/Lee Hwy	Town of Abingdon	0.93 <b>14000</b> (	<b>9</b> 9%	1%	0%	0%	0%	0%	F	0.085	0.528	15000	G
<i></i>	To	Thompson Dr			<u> </u>								
11 Main St/Lee Hwy	Town of Abingdon	•	<b>3</b> 99%	1%	0%	0%	0%	0%	F	0.095	0.557	21000	G
	Too	Hillman Hwy											
11 Main St/Lee Hwy	From: Town of Abingdon		<b>3</b> 99%	1%	0%	0%	0%	0%	С	0.094	0.561	18000	G
11)	то			. 70		0,0	0,0	0,0	•	0.001	0.001		<u> </u>
Loo Highway	Washington County	ECL Abingdon 0.20 <b>17000</b>	<b>N</b> 99%	10/	0%	0%	00/	00/	N.I	0.004	0.561	10000	N.
11 Lee Highway	Washington County  ™	0.20 <b>17000 </b> I	<b>N</b> 99%	1%	0%	U%	0%	0%	N	0.094	0.501	18000	N
	From:	I-81, US 58 I-81, US 58 Exit 19											
11 (58) Lee Highway	Washington County	0.30 <b>24000</b> (	98%	0%	0%	1%	0%	0%	F	0.083	0.522	26000	G
	To:	US 58 East of Abingdo											

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	. QI
	From:	US 58 East of A	Abingdon			1	017.0.00				. 40101	. 4010.		
11 Lee Highway	Washington County	2.58 <b>5400</b>	G	98%	0%	0%	1%	0%	0%	F	0.085	0.549	5700	G
.,	Tol					_								
11 Lee Highway	From: Washington County	95-704 Enterp 2.09 <b>4400</b>	rise Ka	98%	0%	0%	1%	0%	0%	F	0.089	0.623	4700	G
11) Lee riigilway	washington county	SR 80 Ceda		30 /6	0 /6		1 /0	0 /6	0 /6	'	0.003	0.023	4700	
	From:	SR 80 Cedarville G		ve										
11 Lee Highway	Washington County	4.46 <b>3300</b>	G	98%	0%	0%	1%	0%	0%	С	0.09	0.629	3400	(
<del>``</del>	То	SR 91 Map	lo St											
11 Lee Highway	Washington County	2.81 <b>1100</b>	G	98%	0%	0%	1%	0%	0%	F	0.103	0.567	1200	(
11) 200 1 11911112)	To:	I-81 West of Chilhe			070		. , 0	0,70	0,0	•	01.00	0.007	00	
	From:	I-81 West of C												
11 Lee Highway	Washington County	2.21 <b>2000</b>		98%	0%	0%	1%	0%	0%	F	0.096	0.548	2100	(
~	To:	Smyth Count	-											
~	From:	Washington Co								_				
Lee Highway	Smyth County	0.04 <b>2200</b>	G	97%	1%	1%	0%	1%	0%	F	0.111	0.518	2300	
~	To: From:	WCL Chilh	owie											
11 Lee Highway	Town of Chilhowie (Maint: 86)	1.13 <b>2200</b>	N	97%	1%	1%	0%	1%	0%	Ν	0.111	0.518	2300	
~ <i></i>	To:	SR 107 White												
~,	From:	SR 107 White								_				
Lee Highway	Town of Chilhowie (Maint: 86)	1.51 <b>6700</b>	G	97%	1%	1%	0%	1%	0%	С	0.105	0.592	7000	
~	To: From:	ECL Chilho	owie											
11 Lee Highway	Smyth County	2.80 <b>6700</b>	N	97%	1%	1%	0%	1%	0%	Ν	0.105	0.592	7000	
~	To:	86-645				$\lnot$ $\vdash$								
11 Lee Highway	Smyth County	4.32 <b>3100</b>	G	97%	1%	1%	0%	1%	0%	F	0.093	0.529	3300	(
	Tec	FR 7 Trilliun	. Y											
11 Lee Highway	Erom: Smyth County	0.66 <b>9600</b>	G G	97%	1%	1%	0%	1%	0%	F	0.089	0.587	10000	
2 Lee riigilway					1 /0	1 /0	0 70	1 /0	0 70	'	0.000	0.507	10000	
~	From	WCL Marion; 86-730												
S Main St	Town of Marion	0.52 <b>9400</b>	G	99%	0%	0%	0%	0%	0%	С	0.094	0.636	10000	
~	To: From:	Greenway	Ave											
11 S Main St	Town of Marion	0.40 9000	G	99%	0%	0%	0%	0%	0%	F	0.092	0.610	9500	
~	To	College	St											
11 Main St	Town of Marion	0.41 <b>9200</b>	G	99%	0%	0%	0%	0%	0%	F	0.082	0.509	9700	
	7-						• / •	- , -	-,-	-		51555		
Main Ct	Town of Marion	SR 16 S Comme 0.08 <b>1100</b> 0		99%	0%	0%	0%	0%	00/	F	0.000	0.549	11000	
11 16 Main St	TOWN OF MARION	0.08 11000	G	99%	0%	0%	0%	0%	0%	Г	0.082	0.549	11000	'
	To: From:	East Mair												
11) (16) Main St	Town of Marion	0.17 <b>1400</b> 0	G	99%	0%	0%	0%	0%	0%	F	0.082	0.549	15000	(
~ ~	Tor	119-4453 Chatham F	Iill Rd; Le	e St		<u> </u>								
11) (16) Main St	Town of Marion	0.94 <b>1500</b> 0		99%	0%	0%	0%	0%	0%	С	0.096	0.508	16000	(
	Too					<del></del> 1								
	From	SR 16 Park	DIVU								-			
11 N Main St	Town of Marion	0.20 13000	G	98%	0%	0%	0%	1%	0%	F	0.095	0.514	14000	(

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

					_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
NAMe in Ot	From:	119-4459 Keller I		000/	00/	00/	00/	40/	00/	0	0.007	0.500	44000	
N Main St	Town of Marion	0.65 <b>10000</b>	G	98%	0%	0%	0%	1%	0%	С	0.097	0.528	11000	G
~	To: From:	ECL Marion		000/	201		00/	40/	00/		0.007	0.500	11000	
11) Lee Highway	Smyth County	0.23 <b>10000</b>	N	98%	0%	0%	0%	1%	0%	N	0.097	0.528	11000	N
~	To: From:	FR-10; I-81 Exit				<u> </u>								
11) Lee Highway	Smyth County	2.20 <b>5100</b>	G	98%	0%	1%	0%	1%	0%	F	0.106	0.507	5400	G
~ ~	To: From:	86-622 W, Bear Cre												
11) Lee Highway	Smyth County	4.72 <b>2600</b>	G	98%	0%	1%	0%	1%	0%	F	0.109	0.504	2700	G
~	To: From:	86-683 Winsor A	Ave											
11 Lee Highway	Smyth County	2.65 <b>2300</b>	G	98%	0%	1%	0%	1%	0%	С	0.096	0.583	2400	G
~	To: From:	Wythe County L												
11 W Lee Highway	Wythe County	Smyth County L 3.07 <b>2200</b>		98%	1%	0%	0%	1%	0%	F	0.095	0.572	2400	F
11 W Lee Highway	To:	SR 90 Blacklick Rd; N			1 /0		0 70	1 /0	0 70	·	0.000	0.572	2400	
	From:	SR 90 Black Lick Rd; I												
11 W Lee Highway	Wythe County	5.73 <b>2400</b>	F	98%	1%	0%	0%	1%	0%	F	0.095	0.633	2500	F
~	To- From	98-663 East Bishop Th	homas Ln	1										
11 W Lee Highway	Wythe County	2.68 <b>2800</b>		98%	1%	0%	0%	1%	0%	F	0.095	0.633	3000	F
<del>~</del>	To	WCL Wythevil	lle.											
11 W Lee Hwy	Town of Wytheville	0.29 <b>4200</b>		98%	1%	0%	0%	1%	0%	С	0.106	0.644	4600	F
<u> </u>	To	24th St												
11 W Lee Hwy	Town of Wytheville	2.03 <b>6200</b>	F	98%	1%	0%	0%	1%	0%	F	0.099	0.571	6700	F
,	To:	US 21 Main S				Ť	-,-	.,.		-				-
	From:	12th St												
11) (21) Main St	Town of Wytheville	0.31 <b>5600</b>	F	98%	1%	0%	0%	1%	0%	F	0.089	0.579	6100	F
<del></del>	To:	4th St												
11 Main St	Town of Wytheville	US 21, 4th St 0.33 <b>6800</b>		98%	1%	0%	0%	1%	0%	F	0.084	0.546	7400	F
11) Wall St	Town of wythevine		•	30 /0	1 /0	<u> </u>	0 70	1 /0	0 70	·	0.004	0.540	7400	
Main Ct	Town of Michael III	5th St	F	000/	00/	10/	00/	10/	00/	F	0.000	0.500	7400	
11) Main St	Town of Wytheville	0.20 <b>6800</b>	Г	98%	0%	1%	0%	1%	0%	г	0.083	0.523	7400	F
~	To: From:	11th St				<u> </u>								_
11) E Main St	Town of Wytheville	0.50 <b>9700</b>	F	98%	0%	1%	0%	1%	0%	С	0.085	0.522	11000	F
~	To: From:	Liberty St				-								
E Main St	Town of Wytheville	0.78 <b>8800</b>	F	98%	0%	1%	0%	1%	0%	F	0.089	0.578	9600	F
~	To From	139-3 Lithia R	d			<u> </u>								
11 E Main St	Town of Wytheville (Maint: 98)	0.08 8800	N	98%	0%	1%	0%	1%	0%	Ν	0.089	0.578	9600	١
<b>√</b>	To	I-81												
~~-		0011-P(U)/US-00011-N072	A(R)/TO			T.								
11) (11) Ramp to I-81 N at Exit 73	Town of Wytheville (Maint: 98)	0.27				1 for dire	ectional	traffic v	olume e	stima	tes for thi	s segment.		
~ ~	To: IS-00	0081-N(R)/US-00011-N072	A(R)/FR	OM RT 1	11									

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

			Fillialy al		410 110	4100											
Route		Jurisdictio	n Length	AADT	QA	4Tire	Bus			uck		QC	_ K	QK	Dir	AAWDT	QW
		P	- 9-					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	Tr	own of Wytheville	(Maint: 98) 0.96	I-81		9,	00 I-81	for dire	octional t	raffic vo	luma as	timate	es for this	e coa	ment		
$\begin{bmatrix} 11 \end{bmatrix} \begin{bmatrix} 81 \end{bmatrix} \begin{bmatrix} 77 \end{bmatrix} \begin{bmatrix} 52 \end{bmatrix}$		•	Roadways on this Route:	52000	G		1%	1%	1%	22%	2%		0.115	_		48000	G
	Combined Trainic Estima	ales ioi 2 i aiailei	-			7470	1 /0	1 /0	1 /0	22 /6	2 /0	O	0.113	^	0.001	40000	а
$\bigcirc$		Wythe Cou		CL Wythev	ille		00   01	for dire	ational t	roffic vo	luma aa	timat	es for this		mont		
[11] [81] [77] [52]	Combined Troffic Fatime	,	Roadways on this Route:	50000	_									_		40000	_
	Combined Trainic Estima	ales ior 2 Parallel	Roadways on this Route.		G	74%	170	170	1%	22%	2%	C	0.115	А	0.601	48000	G
		From:		FR-42			1.04										
[11] [81] [77] [52]	0 11 17 (1 5 1	Wythe Cour	,		_								es for this	•			
	Combined Traffic Estima	ates for 2 Parallel	Roadways on this Route:	51000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.528	48000	Α
~~~~		To: From:		JS 52; SR 12	21												
{11} (81) (77)		Wythe Cour	•										es for this	_			
\diamond \circ \circ	Combined Traffic Estima	ates for 2 Parallel	Roadways on this Route:	52000	Α	74%	1%	1%	1%	22%	2%	F	0.112	Α	0.51	49000	Α
		To: From:	I-7	7 Fort Chis	well												
(11) (81)		Wythe Cour	nty 2.31			S	ee I-81	for dire	ectional t	raffic vo	lume es	timate	es for this	s segi	ment.		
\bigcirc	Combined Traffic Estima	ates for 2 Parallel	Roadways on this Route:	39000	Α	74%	1%	1%	1%	21%	2%	F	0.102	Α	0.533	38000	Α
		To:		98-619				_									
(11) (81)		Wythe Cou	nty 1.99			S	ee I-81	for dire	ectional t	raffic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estima	ates for 2 Parallel	Roadways on this Route:	36000	F	74%	1%	1%	1%	21%	2%	F	0.074	F	0.501	36000	F
		To:	-	98-618													
(11) (81)		Wythe Cou	nty 1.44	70-010		S	ee I-81	for dire	ectional t	raffic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estima	,	Roadways on this Route:	38000	Α		1%	1%	1%	21%			0.101			38000	Α
		To:		aski County													
~~~		From:		the County	Line												
{11} <del>(81)</del>		Pulaski Cou	•										es for this	_			
$\diamond$	Combined Traffic Estima	ates for 2 Parallel	Roadways on this Route:		Α	75%	1%	1%	1%	21%	2%	F	0.101	Α	0.511	38000	Α
-		To: From:		SR 100 I-81 NB													
Ramp I-81 N Ex	it 89B to US 11 N	Pulaski Cou	ntv 0.15	1-01 ND		S	ee I-81	for dire	ectional t	raffic vo	lume es	timate	es for this	s sea	ment		
(11) (81)		To:	-,	11 Lee High	ıwav			10. 0	, o					o oog.			
		From:		South of Pu	_												
(11) Lee Highway		Pulaski Cou	nty 3.89	1900	G	97%	0%	1%	0%	1%	0%	С	0.102		0.778	2000	G
$\overline{}$		To:		SCL Pulask	i			_									
11 Washington Ave		Town of Pula		3200	G	99%	0%	0%	0%	1%	0%	F	0.1		0.584	3500	G
		To:		2nd St													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		From:		2nd St SW											. =		_
(11) Washington St		Town of Pula		3900	G	99%	0%	0%	0%	1%	0%	С	0.095		0.586	4100	G
		To: From:		St SR 99; 21 Iain St; SR													
11 Washington Ave		Town of Pula		4200	G G	98%	1%	1%	0%	0%	0%	F	0.105		0.68	4500	G
(1) Hashington 700		To:	V.LL	5th St		00/0	. 70	$\overline{}$	3 /0	J /0	J /0	•	0.700		0.00	.500	J
-				om ot													

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

				utes			Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	Washington A	ve			2, 1,110	017100	TTTGII	Ziian		1 40101	1 40101		
11 5th St	Town of Pulaski	0.20 6200	G	98%	1%	1%	0%	0%	0%	F	0.095	0.542	6600	G
\odot	To:	Lee Highway	y											
~~~	From:	5th St												
11 Lee Highway	Town of Pulaski	0.84 <b>8700</b>	G	98%	1%	1%	0%	0%	0%	С	0.095	0.515	9200	G
<u> </u>	To: From:	Alum Spring I	Rd											
11 Lee Highway	Town of Pulaski	1.60 <b>11000</b>	G	98%	1%	1%	0%	0%	0%	F	0.109	0.578	11000	G
<u> </u>	To	ECL Pulaski	i			$\neg$ $\vdash$								
11 Lee Highway	Pulaski County	2.49 <b>12000</b>	G	98%	1%	1%	0%	0%	0%	F	0.095	0.615	13000	G
,	To													
11 Lee Highway	Pulaski County	77-643 Cougar Tr 1.53 <b>14000</b>	G Rd	98%	1%	1%	0%	0%	0%	F	0.104	0.599	14000	G
(11) Lee Highway	i diaski County			30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.104	0.599	14000	u
~~ =	From	WCL Dublin		2221										
11 Broad St	Town of Dublin (Maint: 77)	0.16 <b>14000</b>	N	98%	1%	1%	0%	0%	0%	N	0.104	0.599	14000	N
<del>*</del>	From:	SR 100 Oakwood SR 100 Cleburne												
11 Broad St	Town of Dublin (Maint: 77)	0.97 <b>14000</b>	G	98%	0%	0%	0%	1%	0%	F	0.088	0.579	15000	G
11) 2.000 01							0 / 0	. , 0	0 / 0	•	0.000	0.0.0	.0000	<b>O</b> .
Lea Highway	Pulaski Causty	ECL Dublin		000/	00/	00/	00/	10/	00/	NI	0.000	0.570	15000	N
11 Lee Highway	Pulaski County	1.19 <b>14000</b>	N	98%	0%	0%	0%	1%	0%	N	0.088	0.579	15000	N
~~	To: From:	77-1085 Wright												
11 Lee Highway	Pulaski County	2.68 <b>12000</b>	Α	98%	0%	0%	0%	1%	0%	С	0.11	0.583	14000	Α
<u> </u>	To:	77-747 Old Rout	te 11			$\neg$ $\vdash$								
11 Lee Highway	Pulaski County	1.99 <b>15000</b>	G	98%	0%	0%	0%	1%	0%	F	0.099	0.543	17000	G
<del>\</del>	Tot	SR 114 Peppers Fei	rry Blyd											
11 Lee Highway	Pulaski County	0.29 <b>23000</b>	G	98%	0%	0%	0%	1%	0%	F	0.092	0.501	24000	G
11) ===	-						• / •			-				
Log Highway	Pulceki County	77-600 Belsprin	_	000/	00/	00/	00/	10/	00/	F	0.004	0.554	20000	G
11 Lee Highway	Pulaski County	0.46 <b>27000</b> Montgomery Coun	G	98%	0%	0%	0%	1%	0%	Г	0.094	0.554	29000	G
	From:	Pulaski County				_								
11)	Montgomery County	0.15 <b>27000</b>	G	98%	0%	0%	0%	1%	0%	F	0.088	0.537	28000	G
$\ddot{\cdot}$	To	WCL Radfor	.1											
11 Lee Hwy	City of Radford (Maint: 60)	0.21 <b>27000</b>	G	98%	0%	0%	0%	1%	0%	F	0.088	0.537	28000	G
11) 200 1111)	Oity of Fladioid (Maint: 00)			0070	0 70		070	1 /0	0 70		0.000	0.007	20000	<u> </u>
Married Ot	To: For:	SR 232, First		000/	00/		00/	40/	00/	_	0.000	0.574	00000	
11) Norwood St	City of Radford	0.26 <b>19000</b>	G	98%	0%	1%	0%	1%	0%	F	0.093	0.574	20000	G
~~~	To: From:	Grove Ave												
11 E Main St	City of Radford	0.77 12000	G	98%	0%	1%	0%	1%	0%	С	0.085	0.561	13000	G
~	To:	SR 177 Tyler A	Ave			$\Box\vdash$								
11 E Main St	City of Radford	0.93 11000	G	98%	0%	1%	0%	1%	0%	F	0.093	0.589	11000	G
<u> </u>	Tov	Whitehall St												
11 E Main St	City of Radford	1.46 5200	G	99%	0%	0%	0%	0%	0%	С	0.110	0.611	5500	G
	To:	ECL Radford		00 /0	0 /0	0 /0	0 /0	0 /0	0 /0	J	0.110	0.011	0000	u

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

				.=-:	_		Tru	ck			K -	. Dir		_
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor Q	K Factor	AAWDT	Q۱
	From:		Radford											
11 Radford Rd	Montgomery County	1.47 8	8500 G	98%	0%	0%	1%	0%	0%	F	0.101	0.574	8900	G
~	To: From:	60-663	Walton Rd											
11 Radford Rd	Montgomery County	2.32	8300 G	98%	0%	0%	1%	0%	0%	С	0.099	0.529	8700	(
~	To: From:	60-662	Harmon Dr			<u> </u>								
11 Radford St	Montgomery County	0.65	8700 G	98%	0%	0%	1%	0%	0%	F	0.098		9100	(
~	To	WCL C	hristiansburg			<u> </u>								
11 Radford St	Town of Christiansburg		2000 G	98%	0%	1%	1%	0%	0%	С	0.105	0.518	12000	
~	То		W Main St											
W Mailer Ot	From:		Radford St	000/	00/		40/	00/	00/	_	0.005	0.540	5000	
11) W Main St	Town of Christiansburg	0.30	5300 G	98%	0%	1%	1%	0%	0%	F	0.095	0.546	5600	
Bus	To: From:	Bus US 46	60 S Franklin St											
11) (460) E Main St	Town of Christiansburg	0.12	7600 G	98%	0%	1%	1%	0%	0%	F	0.091	0.542	8100	
	To:	Roa	anoke St											
Bus	From:		Main St							_				
11) (460) Roanoke St	Town of Christiansburg	0.11 1	1000 G	98%	0%	1%	1%	0%	0%	F	0.098	0.57	12000	
Bus	To: From:	C	raig St											
11) (460) Roanoke St	Town of Christiansburg	0.98 1	2000 G	98%	0%	1%	1%	0%	0%	F	0.103	0.577	13000	
11) (400)	To													
Bus	From:		1 Depot St											
11) (460) Roanoke St	Town of Christiansburg	0.86 1	6000 G	98%	0%	1%	0%	0%	0%	С	0.104	0.602	17000	
~ ~	To: From:	U	JS 460											
11 Roanoke St	Town of Christiansburg (Maint: 60)	1.15 1	7000 G	96%	0%	1%	2%	1%	0%	С	0.095	0.528	18000	
~	To		I-81			<u> </u>								
11) (460) Roanoke St	Town of Christiansburg (Maint: 60)		9000 N	96%	0%	1%	2%	1%	0%	Ν	0.1	0.558	9600	
	Τα	Towar Po	d, Hampton Rd											
11) (460) Roanoke St	Town of Christiansburg		9000 G	96%	0%	1%	2%	1%	0%	F	0.1	0.558	9600	
11) (400)	g						_,-		- , -	-	• • • •			
Poznoko Pd	Montgomery County		hristiansburg 7400 G	93%	0%	1%	4%	2%	0%	F	0.1	0.521	7800	
11 (460) Roanoke Rd	Montgomery County	5.11	7400 G	93 /6	0 /0	1 /0	4 /0	2/0	0 /6	•	0.1	0.521	7000	
~~~	From:		Old Town Rd	000/	00/		40/	00/	00/		0.404	2.222	0.400	
11) (460) Roanoke Rd	Montgomery County	3.21	8000 G	93%	0%	1%	4%	2%	0%	F	0.101	0.626	8400	
	To: From:		1 Brake Rd											
11) (460) Roanoke Rd	Montgomery County		7800 G	93%	0%	1%	4%	2%	0%	С	0.115	0.618	8200	
~ ~	To:		County Line											
11 (460) West Main St	Roanoke County		ery County Line 9700 G	93%	0%	1%	4%	2%	0%	F	0.112	0.963	10000	
11 460 West Main St	Hoarloke County			JJ /0	0 /0	1 /0	→ /0	∠ /0	U /0	'	0.112	0.303	10000	
~~~~~	To: From:		West River Rd				4.5.				- · · · -			
11) (460) West Main St	Roanoke County		9700 N	93%	0%	1%	4%	2%	0%	N	0.112	0.963	10000	
~ ~	To:	80-647 D	ow Hollow Rd											

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

		Filliary and interstate not				Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	80-647 Dow Hollow Rd											
(11) (460) West Main St	Roanoke County	2.93 9300 F	93%	0%	1%	4%	2%	0%	F	0.092	0.517	10000	F
\longrightarrow	To	80-643 Daugherty Rd											
(11) (460) West Main St	Roanoke County	0.39 14000 F	93%	0%	1%	4%	2%	0%	F	0.096	0.503	15000	F
	та	80-642 Alleghany Dr											
11 (460) West Main St	Roanoke County	0.64 26000 F	93%	0%	1%	4%	2%	0%	F	0.093	0.723	28000	F
(11) (400)	To												
(11) (460) West Main St	City of Salem	WCL Salem 1.12 18000 F	93%	0%	1%	4%	2%	0%	F	0.096	0.636	20000	F
(11) (460) West Main St	ony or datem		00 70	0 70	170	470	270	0 70	•	0.000	0.000	20000	•
11 460 West Main St	City of Salem	SR 112 Wildwood Rd 1.31 24000 F	98%	0%	1%	0%	0%	0%	F	0.097	0.521	26000	F
11 460 West Main St	City of Salem	1.31 24000 F	90%	0%	1 70	0%	0%	0%	Г	0.097	0.521	20000	Г
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	ALT US 460, 4th St							_			.=	
(11) (460) West Main St	City of Salem	0.60 <b>13000 F</b>	98%	0%	1%	0%	0%	0%	F	0.084	0.533	15000	F
~~~~	To: From:	Academy St											
(11) (460) West Main St	City of Salem	0.35 12000 F	98%	0%	1%	0%	0%	0%	F	0.085	0.578	14000	F
	To:	College Ave											
11 College Ave	City of Salem	US 460, Main St 0.09 1800 F	98%	0%	1%	0%	0%	0%	F	0.085	0.578	2000	F
(1) conege ///c	ony or datem			0 70	170	070	0 70	0 70	•	0.000	0.070	2000	•
11 College Ave	From:	SR 311, Thompson Memorial I 0.72 4800 F	Dr 98%	0%	10/	00/	0%	00/	F	0.000	0.501	E400	F
College Ave	City of Salem	0.72 4000 F	90%	0%	1%	0%	0%	0%	Г	0.096	0.501	5400	Г
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	8th St											
(11) Colorado St	City of Salem	0.43 <b>14000 F</b>	98%	0%	1%	0%	0%	0%	F	0.09	0.552	16000	F
	From:	Apperson Dr Colorado St											
Apperson Dr	City of Salem	1.03 <b>19000 G</b>	98%	0%	1%	0%	0%	0%	F	0.091	0.53	21000	G
	To	SR 419 Electric Rd											
11 Apperson Dr	City of Salem	1.04 <b>12000</b> F	98%	0%	1%	0%	0%	0%	F	0.09	0.507	13000	F
(II) Approximation	To:	WCL Roanoke			Ť			- , -					
~~	From:	ECL Salem											
(11) Brandon Ave	City of Roanoke	1.35 <b>19000 F</b>	98%	0%	1%	0%	0%	0%	F	0.099	0.617	22000	F
<del>\</del>	To: From:	Edgewood St; Mud Lick Rd											
11 Brandon Ave	City of Roanoke	1.03 <b>12000 F</b>	98%	0%	1%	0%	0%	0%	F	0.089	0.564	14000	F
<u> </u>	To:	Grandin Rd											
11 Grandin Rd	City of Roanoke	Brandon Ave 0.70 <b>7300 F</b>	98%	0%	1%	0%	0%	0%	F	0.089	0.552	8100	F
(11) Grandin Rd	To:	Memorial Avenue	JU /0	0 /0	1 /0	U /0	U /0	U /0	1	0.009	0.552	0100	'
	From:	Grandin Rd											
11 Memorial Avenue	City of Roanoke	0.84 <b>11000 A</b>	98%	0%	1%	0%	0%	0%	С	0.116	0.561	13000	Α
$\sim$	To:	Campbell Ave											
Comphell Ave	City of Boonska	13th St	000/	00/	10/	00/	00/	00/	_	0.101	0.500	4000	0
(11) Campbell Ave	City of Roanoke	0.53 <b>4300 G</b>	98%	0%	1%	0%	0%	0%	F	0.101	0.582	4800	G
•	10.	7th St											

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

		riiiiaiy aiio	i iiitorote	iic rioi	1103			T.,,	alı			V		D:v		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK _	Dir 	AAWDT	QW
	From:		741 64				2AXIE	3+Axle	TTRAIL	21raii		Factor	F	actor		
11 Campbell Ave	City of Roanoke	0.47	7th St <b>5200</b>	F	98%	0%	1%	0%	0%	0%	F	0.089	(	0.504	5800	F
(11) Campbell Ave	Only of Floarione	0.47		•	30 78	0 70	1 70	0 70	0 70	0 70	•	0.003	,	3.504	3000	'
Constant Acre	From:	0.00	3rd St		000/	00/	10/	00/	00/	00/		0.005		200	0000	
Campbell Ave	City of Roanoke	0.28	7400	F	98%	0%	1%	0%	0%	0%	F	0.085	(	0.729	8300	F
~~	To: From:		21 Jefferso													
(11) Campbell Ave	City of Roanoke	0.16	7400	N	98%	0%	1%	0%	0%	0%	N	0.085	C	0.729	8300	Ν
<u> </u>	To:		lliamson R													
(11) (221) (116) Williamson Rd	City of Roanoke		mpbell Av 21000	G G	98%	0%	1%	0%	0%	0%	F	0.088	(	0.514	24000	G
11 221 (116) Williamson Rd	ony of Floarione				0070	0 70		0 /0	0 70	070	•	0.000	,	3.014	24000	ď
MACHE - TO SEE	To: From:		nandoah A		000/	00/		00/	00/	00/	_	0.000		200	47000	
11 (221) 116 Williamson Rd	City of Roanoke	0.15	15000	F	98%	0%	1%	0%	0%	0%	F	0.092	(	0.709	17000	F
~~~	To: From:		I-581													
(11) (221) (116) Williamson Rd	City of Roanoke	0.50	12000	F	99%	0%	0%	0%	0%	0%	F	0.076	(0.539	12000	F
	To:	US 46	0 Orange	Ave			_									
11 Williamson Rd	City of Roanoke	0.92	14000	F	99%	0%	0%	0%	0%	0%	F	0.074	(0.501	15000	F
\bigcirc	To	ī	iberty Rd													
11 Williamson Rd	City of Roanoke		16000	F	99%	0%	0%	0%	0%	0%	F	0.082	(0.519	16000	F
(11)	7-1			-		0,0		0,0	0,70	0 / 0	•	0.002	·	0.0.0		•
11 Williamson Rd	City of Roanoke	1.07	10th St	F	000/	00/		00/	00/	00/	F	0.00		0.505	17000	F
(11) Williamson Rd	City of Hoanoke	1.27	17000	Г	99%	0%	0%	0%	0%	0%	Г	0.08	(J.505	17000	Г
~	To: From:		Hershberg													
(11) Williamson Rd	City of Roanoke	0.11	17000	F	99%	0%	0%	0%	0%	0%	F	0.09	(0.565	18000	F
~	To: From:	SR 1	18 Airport	Rd												
(11) Williamson Rd	City of Roanoke	0.39	15000	F	99%	0%	0%	0%	0%	0%	F	0.089	(0.520	15000	F
$\stackrel{\smile}{\smile}$	To	NC	L Roanok	e												
11 Lee Highway	Roanoke County		11000	Α	99%	0%	0%	0%	0%	0%	С	0.106	(0.502	12000	Α
	To:	Botetoi	urt County	Line												
~	From:		ke County													
(11) Lee Highway	Botetourt County	0.10	16000	G	93%	1%	1%	1%	4%	0%	С	0.101	(0.597	16000	G
~	Toe From:	80-60	1 Shadwel	l Dr												
11 Lee Highway	Botetourt County	2.73	11000	G	90%	1%	1%	2%	6%	0%	С	0.089	(0.573	11000	G
\bigcirc	Τα	ALT SR 2	220 Clover	dale Rd												
11 220 Lee Highway	Botetourt County	0.25	6400	N	99%	0%	0%	0%	0%	0%	Ν	0.098	(0.589	6600	Ν
,	Tol															
11 Lee Highway	Botetourt County	Ramp From I 1.09	6400	G	99%	0%	0%	0%	0%	0%	F	0.098	,	0.589	6600	G
Lee Highway	Dotelourt County				JJ /0	U /0	U /0	U /0	U /0	U /0	'	0.030	(5.503	0000	a
~~	To: From:		L Troutvill		2221											
11 Lee Highway	Town of Troutville (Maint: 11)	1.85	6400	N	99%	0%	0%	0%	0%	0%	N	0.098	(0.589	6600	N
~	To: From:	NC	L Troutvil	le												
11 Lee Highway	Botetourt County	2.98	5200	G	95%	1%	1%	1%	1%	0%	С	0.094	(0.712	5400	G
<u> </u>	Tα	11-640	Brughs M	ill Rd												

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

								Trı	ıck			K	Dir		
Route	Jurisdictio	on Len	gth AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Facto	r AAWDT	QV
~~	From		1-640 Brughs												
11 Lee Highway	Botetourt Co	ounty 5.8	6 3300) G	95%	1%	1%	1%	1%	0%	F	0.104	0.67	7 3400	G
~	To:		81 South of I		25-1		\Box								
11 Lee Highway	Botetourt Co	ounty 2.2	3 4300) G	95%	1%	1%	1%	2%	0%	F	0.103	0.63	2 4500	G
/ Main Ot	To From:	(Mainted)	WCL Buch		050/	40/		40/	00/	00/		0.400	0.00	4500	
11 Main St	Town of Buchanan	(Maint: 11) 0.4	3 4300		95%	1%	1%	1%	2%	0%	N	0.103	0.63	2 4500	N
	From:		11-625 Mt J	_											
11 Main St	Town of Buchanan	(Maint: 11) 2.0	9 4200) G	95%	1%	1%	1%	2%	0%	С	0.104	0.609	4500	G
<u> </u>	To: From		SR 43 Parky	way Dr											
11 (43) Main St	Town of Buchanan	(Maint: 11) 0.1	8 4400) G	95%	2%	2%	0%	1%	0%	С	0.097	0.519	4600	G
\rightarrow\rightarro	To:		SR 43 Fir	st St											
11 Main St	Town of Buchanan	(Maint: 11) 0.7	8 2900) G	95%	1%	1%	1%	2%	0%	F	0.092	0.542	3100	G
<u> </u>	To:		NCL Buch	nanan			\Box								
(11) Lee Highway	Botetourt Co				95%	1%	1%	1%	2%	0%	Ν	0.092	0.542	2 3100	Ν
<u> </u>	To: From:	I- 5US-00011-P(U)	81 North of I		O DT 01 N	IOD									
11 Ramp to I-81 N	at Exit 167 Botetourt Co			G	O K1 81 N	OK						0.105		770	G
	To	IS-00081-N(B)		180A(R)/F	ROM RT 1	11									
\sim	Poststavit Co		81 North of I	Buchanan		01	f = = !: = =		4:	l	.: .				
[11] [81]	Botetourt Co Combined Traffic Estimates for 2 Parallel	,						tionai ti 1%	raffic vo 27%	iume es 2%			segment.	26000	_
	Combined Trainic Estimates for 2 Parallel	noadways on this not			69%	1%	1%	170	21%	2%	F	0.115	A 0.6	36000	G
	To From Botetourt Co	t ounty 5.4	11-614 Arca	idia Rd	9	oo I-81	for direc	tional t	raffic vo	luma as	timate	e for this	segment.		
[11] [81]	Combined Traffic Estimates for 2 Parallel	•		0 G	69%	1%	1%	1%	27%	2%	F	0.065	B 0.53	35000	G
	To:		ockbridge Co		00 70	1 /0	—i~	1 /0	21 /0	270	•	0.000	В 0.00	00000	ď
~~ ~	From:		Botetourt Cou	ınty Line											
[11] (81)	Rockbridge C												segment.		
~ ~	Combined Traffic Estimates for 2 Parallel		South of Nat		69%	1%	1%	1%	27%	2%	F	0.065	B 0.53	35000	Α
	Econ		/IS-00081-N												
	Tion.	13-00001-1V(D)											aaamant		
11 (81) Ramp I-81 N Ex	it 175 to US 11 Rockbridge C			17011(2)/1		ee I-81	for direc	tional to	raffic vo	lume es	timate	es for this	segment.		
Ramp I-81 N Ex	it 175 to US 11 Rockbridge C	ounty 0.1 5US-00011-P(U)/	4 IS-00081-N1	75A(R)/F	S ROM RT 8		for direc	tional to	raffic vo	lume es	timate	es for this	segment.		
	To: From:	ounty 0.1 5US-00011-P(U)/ I-81	4 IS-00081-N1 South of Nat	75A(R)/F tural Bridg	S ROM RT 8 ge	31 N								3 2200	G
Ramp I-81 N Ex	it 175 to US 11 Rockbridge C From Rockbridge C	ounty 0.1 5US-00011-P(U)/ 1-81 ounty 1.7	4 IS-00081-N1 South of Nat 3 2100	75A(R)/F tural Bridg	S ROM RT 8		for direct	tional to	raffic vo	lume es	timate C	0.153	0.71	3 2200	G
S Lee Highway	To From Rockbridge C	ounty 0.1 5US-00011-P(U)/ 1-81 ounty 1.7 S	4 IS-00081-N1 South of Nat '3 2100 R 130 Natura	75A(R)/F tural Bridg G al Bridge	S ROM RT 8 ge 94%	1%	1%	1%	3%	0%	С	0.153	0.71		
	To: From:	ounty 0.1 5US-00011-P(U)/ I-81 county 1.7 S ounty 3.4	4 IS-00081-N1 South of Nat (3 2100 R 130 Natura 7 3000	75A(R)/Fl tural Bridge O G al Bridge	S ROM RT 8 ge 94%	31 N									G
11) S Lee Highway 11) S Lee Highway	To From: Rockbridge C Rockbridge C Rockbridge C	Ounty 0.1 5US-00011-P(U)/ I-81 County 1.7 Sounty 3.4	4 IS-00081-N1 South of Nat 2100 R 130 Natura 7 3000 North of Nat	75A(R)/Fl tural Bridge Gal Bridge Gutural Bridge	SROM RT 8	1% 1%	1% 1%	1%	3%	0%	C F	0.153 0.135	0.71	5 3100	G
11) S Lee Highway	To From Rockbridge C	ounty 0.1 5US-00011-P(U)/ 1-81 ounty 1.7 Sounty 3.4 1-81 ounty 8.4	4 IS-00081-N1 South of Nat 3 2100 R 130 Natura 7 3000 North of Nat 5 3400	75A(R)/Fitural Bridge Gal Bridge Gutural Bridge Gutural Bridge Gutural Bridge	S ROM RT 8 ge 94%	1%	1%	1%	3%	0%	С	0.153	0.71	5 3100	
11 S Lee Highway 11 S Lee Highway	To From: Rockbridge C Rockbridge C Rockbridge C	ounty 0.1 5US-00011-P(U)/ 1-81 ounty 1.7 Sounty 3.4 1-81 ounty 8.4	4 IS-00081-N1 South of Nat 3 2100 R 130 Natura 7 3000 North of Nat 5 3400 BUS US 111	75A(R)/Fl tural Bridge) G al Bridge) G tural Bridge) G	SROM RT 8	1% 1%	1% 1%	1%	3%	0%	C F	0.153 0.135	0.71	5 3100 3 3500	G

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

5 .					_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q١
~~	From:		Nelson St											
11 S Lee Highway	Rockbridge County	0.32 8 4	400 N	96%	0%	1%	1%	1%	0%	N	0.096	0.601	8800	Ν
~	To: From:	SCL L	exington											
11 S Lee Highway	City of Lexington	0.59 11	000 G	97%	1%	1%	1%	1%	0%	С	0.091	0.507	12000	(
~	To:	Ma	nin St											
11 N Lee Highway	City of Lexington	0.04 11	000 G	97%	1%	1%	1%	1%	0%	F	0.091	0.501	12000	(
<i>~</i>	To	Bus	US 11											
11 N Lee Highway	City of Lexington		000 G	97%	0%	1%	1%	1%	0%	F	0.100	0.612	24000	(
	To	NCL I												
N Lee Highway	Rockbridge County		exington G	97%	0%	1%	1%	1%	0%	С	0.100	0.612	23000	(
1 Los riigilway	riconstrage county			01 70	0 70	170	1 /0	1 /0	070	Ü	0.100	0.012	20000	•
N. Lag Highway	Poolsbridge County		of Lexington	049/	00/	10/	10/	20/	00/		0.100	0.570	0100	
N Lee Highway	Rockbridge County	3.89 7 7	700 G	94%	0%	1%	1%	3%	0%	С	0.106	0.573	8100	(
~	To: From:		of Lexington											
N Lee Highway	Rockbridge County	5.66 5 3	300 G	94%	1%	1%	2%	2%	0%	С	0.158	0.616	5600	(
~	To: From:	81-710 \$	Sterrett Rd											
1 N Lee Highway	Rockbridge County	5.40 3 6	600 G	94%	1%	1%	2%	2%	0%	F	0.148	0.571	3800	(
<i></i>	To:		County Line											
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	A		County Line	0.40/	10/	10/	00/	00/	00/	_	0.140	0.571	4400	
1 Lee Jackson Hwy	Augusta County	0.04 43	300 G	94%	1%	1%	2%	2%	0%	F	0.148	0.571	4400	(
~	To: From:		eles Tavern											
Lee Jackson Hwy	Augusta County	5.24 40	000 G	94%	1%	1%	1%	3%	0%	С	0.106	0.62	4200	(
~	To: From:	07-675 Broad	d Head School											
1 Lee Jackson Hwy	Augusta County	2.59 7 5	500 G	94%	1%	1%	1%	3%	0%	F	0.106	0.638	7900	(
~ <u></u>	To	I-81 North	of Greenville											
1 Lee Jackson Hwy	Augusta County	4.45 3 5	500 G	96%	1%	1%	1%	2%	0%	F	0.12	0.57	3700	(
~ ⁾	To	07-654 W	hite Hill Rd											
Greenville Ave	Augusta County		000 G	96%	1%	1%	1%	2%	0%	С	0.13	0.734	6300	(
(1)	To				.,,		.,.	_,,		_			-	
Greenville Ave	Augusta County		262 000 N	98%	0%	1%	0%	0%	0%	N	0.097	0.509	16000	
Greenville Ave	Augusta County			90 /6	0 /0	1 /0	0 /6	0 /6	0 /6	IN	0.097	0.509	10000	
~~	To: From:		Staunton	200/	00/		20/	00/	001		0.007	0.500	10000	
1 Greenville Ave	City of Staunton	0.68 15	000 G	98%	0%	1%	0%	0%	0%	F	0.097	0.509	16000	(
~	To: From		Statler Blvd											
Greenville Ave	City of Staunton	0.50 13	000 G	98%	0%	1%	0%	0%	0%	С	0.090	0.528	14000	(
~	To:	Ham	pton St											
Greenville Ave	City of Staunton	0.32 11	000 G	98%	0%	1%	0%	0%	0%	F	0.089	0.501	12000	(
\checkmark	To:	US 250 R	ichmond Rd			<u> </u>								
11 (250) Greenville Ave	City of Staunton		000 G	98%	0%	1%	0%	0%	0%	F	0.089	0.547	17000	(
11) (230) 1111	To:), SR 254			i								

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

					_	T	ruck			K	Dir Dir		
Route	Jurisdiction	Length I	AADT QA	4Tire	Bus	2Axle 3+Axl	e 1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
Commerce Dd	From:		250, SR 254 2600 G	97%	0%	10/ 00/	10/	00/	0	0.100	0.579	2000	G
11) 254 Commerce Rd	City of Stauritori			97%	0%	1% 0% ——	1%	0%	С	0.109	0.579	2800	G
11 Commerce Rd	City of Staunton		New Hope Rd	97%	0%	1% 0%	1%	0%	F	0.089	0.547	2800	G
Commerce Rd	City of Stauriton			97%	0%	1% 0%	170	0%	Г	0.089	0.547	2800	G
Commerce Dd	City of Stounton		Statler Blvd	98%	0%	1% 0%	1%	0%	F	0.098	0.617	6200	G
Commerce Rd	City of Staunton		5900 G	96%	0%	1% 0%	170	0%	Г	0.098	0.617	6300	Ċ
Common Dd	City of Character		ells Lane	000/	00/	10/ 00/	10/	00/		0.100	0.547	F700	_
Commerce Rd	City of Staunton	0.67	5400 G	98%	0%	1% 0% 	1%	0%	С	0.102	0.547	5700	G
~~	From:		us US 11										
Commerce Rd	City of Staunton	0.49 1	13000 G	98%	0%	1% 0%	1%	0%	С	0.098	0.52	13000	G
~	To: From:		drow Wilson P										
Commerce Rd	City of Staunton	0.88 1	16000 G	98%	0%	1% 0%	1%	0%	F	0.099	0.561	17000	C
~	To: From:	NCI	L Staunton										
11 Lee Highway	Augusta County	0.47 1	14000 G	97%	1%	1% 0%	1%	0%	С	0.091	0.559	15000	C
~	To: From:	Functiona	al Class Change	,									
11 Lee Highway	Augusta County	0.62 1	14000 G	97%	1%	1% 0%	1%	0%	С	0.091	0.559	15000	(
~	To: From:	07-612 Laurel H	Iill Rd; Quicks	Mill Rd									
11 Lee Highway	Augusta County	5.17	7800 G	98%	0%	1% 0%	1%	0%	F	0.106	0.556	8300	C
~	To: From:	07-750 K	eezletown Roa	i		<u> </u>							
11 Lee Highway	Augusta County	2.12	5900 G	98%	0%	1% 0%	1%	0%	F	0.102	0.653	6200	C
~	Tos	SR 256 So	uth of Burketov	vn									
11 Lee Highway	Augusta County		5600 G	98%	0%	1% 0%	1%	0%	F	0.108	0.628	5800	C
\checkmark	То		am County Lin	2									
11 Lee Highway	Rockingham County		6000 F	96%	0%	 1% 1%	1%	0%	С	0.101	0.556	6300	F
11 Lee Highway	nocking nam County			90%	0%	1% 1% 	170	076	C	0.101	0.556	6300	Г
L and Highway	Town of Mount Crowford (Moint CO)		Mt Crawford	000/	00/	10/ 10/	10/	00/	N.I.	0.101	0.550	0000	_
Lee Highway	Town of Mount Crawford (Maint: 82)	0.92	6000 N	96%	0%	1% 1% 	1%	0%	N	0.101	0.556	6300	١
~	To:		Parsons Court							2 / 2 =			
Lee Highway	Town of Mount Crawford (Maint: 82)	0.20	7300 F	96%	0%	1% 1%	1%	0%	F	0.105	0.605	7700	F
~	To: From:		Mt Crawford										_
Lee Highway	Rockingham County	0.03	7300 F	96%	0%	1% 1%	1%	0%	F	0.105	0.605	7700	F
~	To: From	SR 257 Frieder											
Lee Highway	Rockingham County	1.12 1	12000 F	96%	0%	1% 1%	1%	0%	F	0.09	0.549	13000	F
~	Ta: From:	82-704 Ce	ecil Wampler R										
11 Lee Highway	Rockingham County	1.18 1	12000 F	96%	0%	1% 1%	1%	0%	F	0.095	0.549	12000	F
~	To Com-	SCL I	Harrisonburg										
11 Main St	City of Harrisonburg		13000 F	96%	0%	1% 1%	1%	0%	F	0.093	0.51	14000	F
·-)	To:		I-81										

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		I-81													
11 Main St	City of Harrisonburg	1.77	20000	F	97%	0%	1%	1%	1%	0%	F	0.091		0.556	22000	F
\smile	Tot	Ple	easant Hill	Rd			\neg \vdash									
11 S Main St	City of Harrisonburg	0.87	18000	F	97%	0%	1%	1%	1%	0%	С	0.083		0.538	20000	F
	Τα	Do	rt Republic	DA			—									
11 S Main St	City of Harrisonburg	0.65	22000	F	97%	0%	1%	1%	1%	0%	F	0.082		0.511	24000	F
	To															
11 Main St NB	City of Harrisonburg	0.47	S Liberty S 5900	F	97%	0%	1%	1%	1%	0%	F	0.1		0.551	6400	F
11) Main of 112	Combined Traffic Estimates for 2 Parallel Roadway	_		F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.773	13000	F
	Tallo Louinatoo loi 2 i arano ricaaway	o on time riodic.		•	07.70	0 70	.,,	0 70	1 /0	070	•	0.007	•	0.770	10000	·
11) (33) Main St NB	City of Harrisonburg	0.02	US 33 5900	N	97%	0%	1%	1%	1%	0%	N	0.1		0.551	6400	N
11 33 Main St NB	Combined Traffic Estimates for 2 Parallel Roadway			N	96%	0%	1%	1%	1%	0%	N	0.087	F	0.773	11000	N
	Combined Traine Estimates for 21 drailer Hoadway				30 /6	0 76	1 /0	1 /0	1 /0	0 /6	IN	0.007	'	0.773	11000	11
Main CAND	City of Hamile and sure		B E Market		070/	00/	10/	10/	10/	00/	N.I	0.1		0.551	0.400	
11 (33) Main St NB	City of Harrisonburg	0.03	5900	N	97%	0%	1%	1%	1%	0%	N	0.1	F	0.551	6400	N
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	9000	N	97%	0%	1%	0%	1%	0%	N	0.087	г	0.773	9700	N
~~	To From:		US 33 Par													
11 Main St NB	City of Harrisonburg	0.34	5900	N	97%	0%	1%	1%	1%	0%	Ν	0.1	_	0.551	6400	N
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									0.087	F	0.773	NA	
~~~	To: From:		Kratzer Ave													
11 N Main St	City of Harrisonburg	0.68	8200	F	96%	0%	1%	0%	2%	0%	С	0.093		0.604	9000	F
~	To: From:		Charles St													
11 N Main St	City of Harrisonburg	0.44	6800	F	96%	0%	1%	0%	2%	0%	F	0.096		0.617	7400	F
~	To:	NC	L Harrisonb	ourg			$\neg$ $\vdash$									
11 Valley Pike	Rockingham County	3.16	8900	F	94%	1%	1%	1%	3%	0%	F	0.09		0.586	9700	F
<i></i>	Tor	82-	765 Gravels	Rd			$\neg$ $\vdash$									
11 Valley Pike	Rockingham County	4.14	5800	F	94%	1%	1%	1%	3%	0%	F	0.097		0.669	6100	F
	Tα	82-80	6 Lacy Spri	ng Rd												
11 Valley Pike	Rockingham County	1.88	4000	F	94%	1%	1%	1%	3%	0%	С	0.095		0.592	4300	F
	Tol															
11 Valley Pike	Rockingham County	6.04	I-81 Mauzy <b>3000</b>	F	96%	0%	1%	1%	2%	0%	F	0.099		0.603	3100	F
TI Tunoy I mo	riconnightin County					0 70		1 70	_ / 0	070	•	0.000		0.000	0100	•
11 South Congress St	Town of New Market (Maint: 8		doah Coun 4100	ty Line <b>G</b>	96%	0%	1%	1%	2%	0%	С	0.108		0.565	4300	G
11 South Congress St	Town of New Market (Maint. 8	•				U-70	1 70	1 /0	∠ 70	U 70	U	0.100		0.363	4300	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To From:		outh Int Ne			001	12,	401	061	001		0.000		0.500	7700	
11 211 Congress St	Town of New Market (Maint: 8	35) 0.27	7300	G	96%	0%	1%	1%	2%	0%	F	0.083		0.536	7700	G
~~	To: From:		orth Int Ne													
11 North Congress St	Town of New Market (Maint: 8		5500	G	95%	1%	1%	1%	2%	0%	F	0.091		0.523	5700	G
<u>~</u>	То:	NC	L New Ma	rket												

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

Davida	luvia diatiava	Lauranth AADT		4T:	Dura		Truck		00	K	OK Dir	4 4 1 A / D T	- 01
Route	Jurisdiction	Length AADT		4Tire	Bus	2Axle 3+Ax	de 1Trai	2Trail	QC	Factor	QK Factor	AAWDT	QV
11 Old Valley Pike	Shenandoah County	NCL New M: 1.83 5500	arket N	95%	1%	 1% 1%	2%	0%	N	0.091	0.523	5700	N
11 Old Valley Pike	To Tollandour County	85-767 North of Ne			170	170 170	270	070	.,	0.001	0.020	0700	
11 Old Valley Pike	Shenandoah County	2.17 4800	G Market	95%	1%	1% 1%	2%	0%	F	0.092	0.527	5100	G
<u>, </u>	То	85-730 Caveri	ns Rd										
11 Old Valley Pike	Shenandoah County	1.52 5100	G	95%	1%	1% 1%	2%	0%	С	0.097	0.534	5400	G
~	To From:	SCL Mt. Jacl	kson										
11) Main St	Town of Mount Jackson (Maint: 85)	0.72 5100	N	95%	1%	1% 1%	2%	0%	Ν	0.097	0.534	5400	١
~	To: From:	SR 263 Orkney	Grade										
11) Main St	Town of Mount Jackson (Maint: 85)	1.36 7700	G	95%	1%	1% 1%	2%	0%	F	0.09	0.502	8100	(
~	From:	SR 292 Conicv		050/	40/	10′ 10′	00/	00/		0.000	0.500	2222	_
Main St	Town of Mount Jackson (Maint: 85)	0.49 5700	G	95%	1%	1% 1% 	2%	0%	F	0.090	0.520	6000	(
11 Old Valley Pike	To From Shenandoah County	NCL Mt. Jac 5.07 5700	kson N	95%	1%	1% 1%	2%	0%	N	0.090	0.520	6000	١
Old Valley Pike	Shehandoan County			95%	1 70	170 170	270	076	IN	0.090	0.520	6000	r
11 Main St	Town of Edinburg (Maint: 85)	0.28 5700	urg N	95%	1%	1% 1%	2%	0%	N	0.090	0.520	6000	١
11) Waiii St	Town of Edinburg (Wallit. 66)			0070	170		270	070	.,	0.000	0.020	0000	
11 Main St	Town of Edinburg (Maint: 85)	SR 185 Stoney Cr 0.79 6400	G G	97%	0%	1% 1%	1%	0%	С	0.091	0.55	6700	(
·.)	то	NCL Edinb	nrø										
11 Old Valley Pike	Shenandoah County	1.28 6400	N	97%	0%	1% 1%	1%	0%	Ν	0.091	0.55	6700	١
<i>→</i>	To From:	85-837 John Many	ille Drive										
Old Valley Pike	Shenandoah County	1.69 7600	G	98%	0%	1% 1%	0%	0%	С	0.095	0.504	8000	(
~ <u></u>	Ta: From:	SCL Woodst	tock										
11) Main St	Town of Woodstock (Maint: 85)	0.22 8100	G	98%	0%	1% 1%	0%	0%	F	0.092	0.549	8500	C
<u>~</u>	To: From:	Lakeview I											
11) Main St	Town of Woodstock (Maint: 85)	0.30 9000	G	98%	0%	1% 1% 	0%	0%	F	0.091	0.538	9500	C
Main Ct	Town of Mandaly (Mainty OF)	SR 42, W Reser		000/	00/	10/ 00/	00/	00/		0.000	0.540	1 1000	_
Main St	Town of Woodstock (Maint: 85)	0.65 13000		98%	0%	1% 0% ——	0%	0%	С	0.089	0.546	14000	(
11 Main St	Town of Woodstock (Maint: 85)	Indian Spring 0.85 11000		98%	0%	1% 0%	0%	0%	F	0.092	0.532	11000	(
Wall St	Town of Woodstock (Wallit. 05)			30 70	0 70	170 070	0 70	0 70		0.032	0.552	11000	
11 Main St	Town of Woodstock (Maint: 85)	0.53 7800	N N	97%	1%	1% 0%	1%	0%	N	0.092	0.570	8200	١
	То	NCL Woods											
Old Valley Pike	Shenandoah County	3.22 7800	G	97%	1%	1% 0%	1%	0%	F	0.092	0.570	8200	C
~	To:	85-654 Zion Chui	rch Road										
11 Old Valley Pike	Shenandoah County	1.42 7200	G	97%	1%	1% 0%	1%	0%	F	0.095	0.653	7600	C
~	Tor	SCL Toms B	rook										

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

		Primary and inters	iato i to	4100			Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	SCL Toms Bi	rook			ZANIC	JTANE	TTTAII	ZIIali		i actor	i actor		
11 Main St	Town of Toms Brook (Maint: 85)	0.73 7200	N	97%	1%	1%	0%	1%	0%	Ν	0.095	0.653	7600	Ν
	Too													
11 Old Valley Pike	From: Shenandoah County	NCL Toms Bi 0.41 7200	<u>гоок</u> N	97%	1%	1%	0%	1%	0%	N	0.095	0.653	7600	N
(11) old valley i like	T-			0.70	1 /0		070	1 /0	0,0		0.000	0.000	7000	
11 Old Valley Pike	Shenandoah County	85-651 Mount Oli 4.03 5500	ve Road G	97%	1%	1%	0%	1%	0%	С	0.124	0.732	5800	G
11 Old Valley Pike	Shehanddan Goding			31 /6	1 /0	1 /0	0 /6	1 /0	0 78	O	0.124	0.732	3000	u
	From:	SCL Strasbu		000/	00/	10/	00/	40/	00/	_	0.440	0.700	7000	
11 Stover Ave	Town of Strasburg (Maint: 85)	0.38 6900	G	98%	0%	1%	0%	1%	0%	С	0.113	0.732	7200	G
	From:	King St Stover Av	e.											
11 King St	Town of Strasburg (Maint: 85)	0.24 7500	G	97%	1%	1%	0%	0%	0%	С	0.113	0.732	7500	G
	Too	Holliday S	4											
11 King St	From: Town of Strasburg (Maint: 85)	0.16 7400	G G	98%	0%	1%	0%	1%	0%	F	0.109	0.695	7700	G
(11)9 2.	To:	SR 55 Massanu		0070	0 70	$\overrightarrow{}$	070	1 /0	0,0	•	0.100	0.000	7700	ŭ
	From:	SR 55 King												
(11) (55) N Massanutten St	Town of Strasburg (Maint: 85)	0.23 13000	G	98%	0%	0%	0%	1%	0%	F	0.087	0.594	14000	G
\bigcirc	Too	SR 55 N, John Mar	shall Hw	y		<u> </u>								
11 N Massanutten St	Town of Strasburg (Maint: 85)	0.70 13000	G	98%	0%	0%	0%	1%	0%	С	0.094	0.588	14000	G
\bigcirc	То	NCL Strasb	ııro											
11 Old Valley Pike	Shenandoah County	0.91 13000	G	98%	0%	0%	0%	1%	0%	F	0.093	0.624	13000	G
	To													
11 Old Valley Pike	Shenandoah County	I-81 North of Str	rasburg G	94%	0%	1%	1%	3%	0%	С	0.093	0.691	4100	G
11 Old Valley Pike	To:	Warren County		34 /6	0 /6	1 /8	1 /0	J /6	0 78	O	0.033	0.031	4100	u
	From:	Shenandoah Cou												
11 Old Valley Pike	Warren County	0.19 3900	G	94%	0%	1%	1%	3%	0%	С	0.093	0.691	4100	G
\hookrightarrow	To:	Frederick Count	-											
Valley Pike	Frodorials County	Warren County		0.49/	00/	10/	10/	20/	00/	_	0.000	0.600	4000	0
11 Valley Pike	Frederick County	1.98 3800	G	94%	0%	1%	1%	3%	0%	F	0.099	0.628	4000	G
~~	To: From:	SCL Middlete												
(11) Main St	Town of Middletown (Maint: 34)	0.89 4100	G	94%	1%	1%	2%	2%	0%	F	0.105	0.539	4300	G
~	To: From:	NCL Middlet	own											
(11) Valley Pike	Frederick County	4.19 4900	G	94%	1%	1%	2%	2%	0%	С	0.096	0.546	5100	G
<u> </u>	To: From:	SCL Stephens	City											
11 Main St	Town of Stephens City (Maint: 34)	0.32 4900	N	94%	1%	1%	2%	2%	0%	Ν	0.096	0.546	5100	Ν
\smile	To	SR 277 Fairfax	Pike			<u> </u>								
11 Main St	Town of Stephens City (Maint: 34)	0.71 7900	G	96%	0%	1%	1%	2%	0%	С	0.095	0.655	8500	G
	Tod.					 1				-				-
11 Valley Pike	Frederick County	NCL Stephens 2.45 7900	City N	96%	0%	1%	1%	2%	0%	N	0.095	0.655	8500	N
(11) Valley Pike	Tredefick County			JU 70	U 70	1 70	1 70	∠70	U 70	IN	0.090	0.000	6500	IN
~~~\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	From:	SR 37 South of W												
(11) Valley Pike	Frederick County	1.18 17000	Α	96%	0%	1%	1%	3%	0%	С	0.099	0.571	18000	Α
~	Tα	SCL Winche	ster											

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

		1 mary a	na intersta	10 110	1100			Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	n: S(	CL Wincheste	or.			ZAXIC	STAXIC	IIIaii	ZIIali		i actor		i actor		
11 Valley Ave	City of Winch		14000	G	96%	0%	1%	1%	3%	0%	F	0.089		0.532	15000	G
	7.0								- , -	- , -						-
11 Valley Ave	City of Winch	hester 0.12	Middle Rd	G	96%	0%	1%	1%	3%	0%	F	0.091		0.501	21000	G
11 Valley Ave	City of Willer	0.12	19000	G	<del>3</del> 0 /6	0 /6	1 /0	1 /0	3 /0	0 /6	•	0.091		0.501	21000	G
~~	To From	11.	Weems Lane								_					
(11) Valley Ave	City of Winch	hester 0.67	16000	G	96%	0%	1%	1%	3%	0%	F	0.09		0.506	17000	G
<del>~</del>	To From	J	ubal Early D	r												
11 Valley Ave	City of Winch	hester 0.59	10000	G	96%	0%	1%	1%	3%	0%	F	0.092		0.523	11000	G
<u> </u>	To	US 1	1 Par Braddo	ck St												
11 Valley Ave	City of Winch	III.	1900	G	97%	1%	1%	0%	1%	0%	F	0.097			2100	G
	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	13000	G	96%	1%	2%	1%	1%	0%	F	0.091	F	0.55	13000	G
	To	0:	Gerrard St													
~~~~	From	n:	Valley Ave													
(11) (50) (522) Gerrard St	City of Winch		9600	G	97%	1%	1%	0%	1%	0%	F	0.087		0.578	10000	G
* * * *	To From		Cameron St S 50 Gerrard	C4												
(11) (11) (50) (522) Came	eron St City of Winch	·	6800	G G	97%	1%	1%	0%	0%	0%	С	0.091		0.525	7200	G
[11] [1] [50] [522] Came	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	G
	Combined Traine Estimates for 21 araner	·		u	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	O	0.033	•	0.702	13000	u
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	T. From	11.	Boscawen St								_					_
(11) $(11)$ $(50)$ $(522)$ Came	eron St City of Winch		9300	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	9900	G
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	16000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	G
	To From	o: n:	Piccadilly St													
11 Cameron St	City of Winch	hester 0.83	6900	G	97%	1%	1%	0%	1%	0%	С	0.092			7400	G
	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	11000	G	97%	1%	1%	1%	1%	0%	С	0.092	F	0.753	12000	G
	To To	US 1	1 Par, Loudo	un St												
11 Martinsburg Pike	City of Winch	III.	9200	G	97%	1%	1%	0%	1%	0%	F	0.092		0.563	9800	G
	Te	. No	CL Winchest	or												
11 Martinsburg Pike	Frederick Co	II. N	15000	G	97%	1%	1%	0%	1%	0%	F	0.080		0.61	16000	G
(11) Martinopara 1 me	To To	o: 1.01	SR 37	<u> </u>	01 70	1 /0		0 70	1 /0	0 70	•	0.000		0.01	10000	ŭ
	From	n: SR 37	Winchester I	Bypass												
11 Martinsburg Pike	Frederick Co	ounty 0.48	38000	G	91%	1%	1%	2%	5%	0%	С	0.089		0.505	42000	G
	Te	I-81 N	lorth of Winc	hester												
11 Martinsburg Pike	Frederick Co		12000	G	93%	0%	1%	4%	2%	0%	F	0.089		0.597	13000	G
	To	-														
11 Martinsburg Pike	Frederick Co	II.	Old Charles T 7800	own Ro	93%	0%	1%	4%	2%	0%	F	0.090		0.706	8400	G
11 Martinsburg Pike	Frederick Co	Uurity 1.00	7000	G	3376	U 70	1 70	4 70	∠ /0	0 %	Г	0.090		0.700	0400	G
~~ <u>-</u> ::	To	III.	Walters Mil				_}									-
(11) Martinsburg Pike	Frederick Co	ounty 1.56	7200	G	93%	0%	1%	4%	2%	0%	С	0.090		0.706	7600	G
~	To From	34-6	71 Cedar Hil	l Rd												
11 Martinsburg Pike	Frederick Co	ounty 2.21	4800	G	93%	0%	1%	4%	2%	0%	F	0.100		0.704	5000	G
$\overline{}$	To	west West	Virginia State	Line												

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

		Filliary and inters	tato i to			 Truck	<i>(</i>		K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	3+Axle 1		QC	Factor	QK	Factor	AAWDT	QW
	From:	US 11, US	19										
11 Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)	0.15 <b>3300</b>	G						0.098			3300	G
<u> </u>	Τα	I-81 N											
~~	From:	US 11, US											
(11) Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	0.18 <b>4300</b>	G						0.097			4300	G
<u> </u>	To:	I-81 S											
~~-	From:	US 11											
(11) Ramp to I-81 N at Exit 32	Washington County	0.14 310	G						0.135			310	G
	To:	I-81 N											
Parameter I ad 0 at Fait ag	From:	US 11							0.450			000	_
Ramp to I-81 S at Exit 32	Washington County	0.13 390	G						0.153			390	G
	.00	I-81 S											
Down to LOLC at Evit 20	From:	US 11							0.129			000	G
Ramp to I-81 S at Exit 39	Smyth County	0.13 <b>860</b>	G						0.129			860	G
	From												
Ramp to I-81 N at Exit 39	Smyth County	0.13 <b>1700</b>	G						0.117			1700	G
Ramp to I-81 N at Exit 39	Tax	I-81 N	<u> </u>						0.117			1700	ч
	From	Ramps US 11 N042A;	IIC 11 CO	42 A									
11 Ramp to I-81 S at Exit 44	Smyth County	0.15 <b>1500</b>	<b>G</b>	42A					0.126			1500	G
	To:	I-81 Sout											-
	From:	US 11											
11 Ramp to I-81 S at Exit 67	Wythe County	0.47 <b>430</b>	G						0.124			430	G
	To:	I-81 S											
	From:	JS 11 FROM RT 460 TO 8	1 SOUTH	& PARK									
11 Ramp	Town of Christiansburg (Maint: 60)		G						0.108			2600	G
	То	US 11- 120C TO PARI	WAY DI	RIVE									
11 Ramp	Town of Christiansburg (Maint: 60)		G	4,2					0.112			1200	G
		60-E124A FROM RT 11 A		ZWAV DE	OTV/								
11 Ramp	Town of Christiansburg (Maint: 60)		G	XWAIDE	LI V				0.140			5200	G
(11)		31-S118X FROM RT 11 &		ARKWAY					011.10			0200	<b>.</b>
	From:	US 11- 120A TO PARI											
11 Ramp	Town of Christiansburg (Maint: 60)		G						0.137			1500	G
	To:	US 460 FROM											
	From:	US 11, Bus US 460	Roanoke	St									
11 Ramp	Town of Christiansburg (Maint: 60)		G						0.101			7500	G
$\overline{}$	To:	US 460 Ea	ıst										
	From:	US 11											
11 Ramp to I-81 S at Exit 162	Botetourt County	0.11 <b>1400</b>	G						0.135			1400	G
$\rightarrow$	Tσ	I-81 S											

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

		1 minary and interstate modies		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QV
Ramp to I-81 N at Exit 162	Botetourt County	US 11 0.19 <b>370 G</b> I-81 N	0.110	370 G
11) Ramp to I-81 N at Exit 167	Botetourt County	US 11 0.13 <b>770 G</b> I-81 N	0.105	770 G
11) Ramp to I-81 S at Exit 175	Rockbridge County	US 11 0.19 <b>750 G</b> I-81 S	0.106	750 G
11) Ramp to I-81 N at Exit 175	Rockbridge County	US 11 0.21 <b>310 G</b> I-81 N	0.088	310 G
11 Ramp	Rockbridge County	US 11-S194A FROM RT 11 0.09 <b>1000 G</b> I-81-N FROM RT 11 NORTH	0.112	1000 G
11 Ramp	Rockbridge County	US 11 I-64-E055A FROM & TO IS 64 0.23 <b>2900 G</b> I-64-E FROM US 11SOUTH & NORTH	0.104	2900 G
11 Ramp	Rockbridge County	US 11 I-64-W055A FROM & TO IS 64 0.21 <b>1500 G</b> I-64-W FROM US 11SOUTH & NORTH	0.103	1500 G
Ramp to I-81 S at Exit 195	Rockbridge County	US 11 N 0.14 <b>1300 G</b> I-81 N	0.094	1300 G
11 Ramp to I-81 N at Exit 195	Rockbridge County	Ramps US 11 S209B; US 11 N209B 0.16 <b>2300 G</b> I-81 N	0.078	2300 G
11) Ramp to I-81 N at Exit 213	Augusta County	Ramps US 11 N227A; US 11 S227A 0.28 <b>5800 G</b> I-81 N	0.103 0.800	5800 G
11) Ramp to I-81 S at Exit 213	Augusta County	Ramps US 11 N227B; US 11 S227B 0.34 <b>3500 G</b> 1-81 S	0.089 0.614	3500 G
Ramp US 11 to I-81 at Exit 243	Rockingham County	US 11 0.15 <b>8000 G</b>	0.089	8000 G
11 Ramp US 11 to I-81 S at Exit 251	Rockingham County	Ramp Split NB and SB 0.24 <b>3600 G</b> I-81 S	0.089	3600 G
11 Ramp US 11 to I-81 N at Exit 251	Rockingham County	Ramp Split NB and SB 0.35 <b>4300 G</b> I-81 N	0.101	4300 G

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

		Filliary and intersta	iic Hot	1103								
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	Truck		QC	K Factor Ql	Oir Factor	AAWDT	QW
11 Ramp US 11 to I-81 at Exit 251	Rockingham County	US 11 0.23 <b>6100</b>	G						0.078		6100	G
11 Ramp US 11 to I-81 S at Exit 251	Ton From Rockingham County τα	Ramp Split NB ar 0.12 <b>6100</b> I-81 S	nd SB N			<u> </u>			0.078		6100	N
Ramp US 11 to I-81 N at Exit 251	From: Rockingham County	Ramp Split NB ar 0.49 <b>NA</b> I-81 N	nd SB						NA		NA	
Ramp to I-81 S at Exit 257	From: Rockingham County	US 11, SR 25 0.17 <b>3900</b> I-81 S	9 <b>G</b>						0.132		3900	G
Ramp to I-81 N at Exit 257	From: Rockingham County	US 11 0.14 <b>730</b> I-81 N	G						0.108		730	G
Ramp to I-81 N at Exit 298	Shenandoah County	US 11 Old Valley 0.20 <b>4500</b> I-81 N	Pike <b>G</b>						0.054		4500	G
Ramp to I-81 S at Exit 298	From: Shenandoah County	US 11 Old Valley 0.19 <b>1600</b> I-81 S	Pike <b>G</b>						0.104		1600	G
Ramp to I-81 S at Exit 317	From: Frederick County	US 11 0.16 <b>11000</b> I-81 S	G						0.081		11000	G
Ramp to I-81 N at Exit 317	From From From From From From From From	US 11 0.20 <b>5900</b> I-81 N	G						0.1		5900	G
North 11 Ramp to I-81 S at Exit 19	From: Washington County	US 11 N, US 5: 0.06 <b>1800</b> I-81 S	8 E <b>G</b>	81%	1%	1% 1% 1	5% 1%	F	0.089		1800	G
North 11 Ramp to I-81 N at Exit 19	From: Washington County	US 11 N, US 5: 0.20 <b>1400</b> I-81 North	8 E <b>G</b>						0.116		1400	G
North 11 Ramp to I-81 N at Exit 73	From: Town of Wytheville (Maint: 98)	US 11	F						0.097		3400	F
North 11 Ramp to I-81 S at Exit 73	From: Town of Wytheville (Maint: 98)	US 11	F						0.084		1200	F
North Ramp to I-81 S at Exit 89	Pulaski County	SR 100 N 0.17 <b>240</b> I-81 N	G						0.166		240	G

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

Route	Jurisdiction	Length AADT OA ATire Rue	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT	QW
North (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO ROUTE RT 81 SOUTH  0.15 1100 G  I-81-S118X FROM RT 11 NORTH	0.097	1100	G
North (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 NORTH  0.22 <b>1200 G</b> I-81-N118X FROM RT 11	0.087	1200	G
North (11) Ramp	City of Roanoke (Maint: 80)	US 11 Williamson Rd 0.13 <b>4000 G</b> I-581 North	0.163	4000	G
North Ramp to I-81 N at Exit 180	Rockbridge County	US 11, S Lee Highway 0.04 NA I-81 N	NA	NA	
North Ramp to I-81 S at Exit 180	Rockbridge County	US 11 N 0.07 <b>60 G</b> I-81 S	0.167	60	G
North Ramp to I-81 N at Exit 195	Rockbridge County	US 11 N 0.03 <b>2200 G</b> Ramp US 11 S209B	0.078	2200	G
North [11] Ramp toward I-81 N at Exit 213	Augusta County	US 11 N 0.03 <b>2400 G</b> Ramp US 11 227A	0.099	2400	G
North Ramp toward I-81 S at Exit 213	Augusta County	US 11 N 0.07 <b>1500 G</b> Ramp US 11 227B	0.084	1500	G
South [11] Ramp to I-81 S at Exit 19	Washington County	US 11 S, US 58 W 0.19 <b>3400 G</b> 81% 1% I-81 S	1% 1% 15% 1% F 0.097	3500	G
South (11) Ramp to I-81 N at Exit 19	Washington County	US 11 S, US 58 W 0.14 <b>1100 G</b> I-81 North	0.088	1100	G
South (11) Ramp to I-81 N at Exit 89	Pulaski County	US 11 S 0.17 <b>180 G</b> I-81 N	0.162	180	G
South (11) Ramp to I-81 S at Exit 89	Pulaski County	US 11 S, Lee Highway 0.24 <b>610 G</b> I-81 N	0.110	610	G
South [11] Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 SOUTH  0.22 <b>1500 G</b> I-81-S118X FROM ROUTE 11 SOUTH	0.107	1500	G
South [11] Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 NORTH 0.16 <b>300 G</b> I-81-N118X FROM RT 11	0.118	300	G

5/2/2016

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

Route		Jurisdicti	on	l anath	AADT	ΟΛ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. OI
		ourisaich	-	Longin		QA.	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QO_	Factor	Qίλ	Factor	AAWDI	Q
outh	90	Rockbridge (	ni	0.01	US 11 S									NA			NA	
11 Ramp to I-81 N at Exit 1	00	TOCKDINGE		0.01	I-81 N				_					INA			INA	
outh		Froe	n:		US 11 S													
Ramp to I-81 S at Exit 1	80	Rockbridge (	County	0.11	610	G								0.113			610	(
		т	0:		I-81 S	-												
outh		Fron	n:		US 11 S													
$\widetilde{11}$ Ramp to I-81 N at Exit 1	95	Rockbridge (	County	0.03	45	G								0.18			45	(
~ <i></i>		T	0:	Ram	p US 11 S2	09B												
outh		From	n:		US 11 S													
Ramp toward I-81 N at E	Exit 213	Augusta Co	unty	0.02	470	G								0.144			470	(
~ <u></u>		T	0:	Ran	np US 11 22	27A												
outh	- 1: 0.10	From	n:		US 11 S													
1) Ramp toward I-81 S at E	Exit 213	Augusta Co	ounty	0.11	200	G			_					0.306			200	
			0.		np US 11 22													
Draddade Ct		City of Wincl	n:	0.09	11 Valley A		96%	1%	2%	1%	1%	0%	_	0.093		0.637	11000	
Braddock St	Carabinad Traffia Fatina	-				G			2% 2%				F		F		11000	
	Combined Traffic Estima	ales for 2 Paralle	Hoadways on this	Houle.	13000	G	96%	1%	2%	1%	1%	0%	Г	0.091	Г	0.55	13000	•
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	1-04	From	m:		Gerrard St		000/	40/		00/	00/	00/		0.000			0000	
50 50 522 Bradd	OCK St	City of Wincl		0.53	7500	G	98%	1%	1%	0%	0%	0%	С	0.096	_	0.700	8000	
	Combined Traffic Estima	ates for 2 Paralle	Roadways on this	Route:	14000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	•
~~~~~		T. From	n:		Boscawen S				_									
522 50 522 Bradd	ock St	City of Winch		0.17	6900	G	97%	1%	1%	0%	0%	0%	F	0.093	_	0.604	7400	(
~ ~ ~	Combined Traffic Estima	ates for 2 Paralle	I Roadways on this	Route:	16000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	•
<u> </u>		From	n:		Piccadilly St													
Braddock St		City of Winch		0.28	2400	G	96%	1%	2%	1%	1%	0%	С	0.105		0.550	2500	
	Combined Traffic Estima	ates for 2 Paralle	Roadways on this		9300	G	97%	1%	1%	1%	1%	0%	С	NA			9900	(
		Fror	n:		North Ave Braddock St	,												
North Ave		City of Wincl	hester	0.11	470	G	97%	1%	1%	0%	0%	0%	С	0.123		0.541	500	
	Combined Traffic Estin			Route:	NA									NA			NA	
		T	0:		Loudoun St													
~		From	n:		North Ave													
Loudoun St		City of Wincl		0.30	2600	G	98%	1%	0%	0%	0%	0%	С	0.095		0.635	2800	(
~	Combined Traffic Estima	ates for 2 Paralle	I Roadways on this	Route:	9500	G	98%	1%	1%	0%	0%	0%	С	NA			10000	(
		T. From	o: n:		Wyck St													
~		O	aastar	0.24	4400	G	96%	1%	1%	1%	1%	0%	С	0.097		0.665	4400	(
Loudoun St	Combined Traffic Estima	City of Wincl			4100	G	30 /0	1 /0	1 70	1 /0	1 /0	076	C	0.097	F	0.753	4400	(

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

		Filliary at						Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		S Main St													
(1,1) Liberty St	City of Harrison	•	6300	F	97%	0%	1%	0%	1%	0%	С	0.082			6800	F
(F)	Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	18000	N	97%	0%	1%	0%	1%	0%	Ν	0.085	F	0.715	20000	Ν
	To.	US 33	, W Market	Street												
1,1 (33) Liberty St	City of Harrison	nburg 0.23	4700	F	96%	1%	2%	1%	1%	0%	С	0.089			5100	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	11000	N	96%	0%	1%	1%	1%	0%	Ν	NA			11000	Ν
	To		Rock St													
(1,1) (3,3) Noll Dr	City of Harrison	nburg 0.14	3100	F	97%	0%	1%	0%	1%	0%	F	0.077			3300	F
(P) (P)	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	9000	N	97%	0%	1%	0%	1%	0%	Ν	NA			9700	Ν
	Tα		Kratzer Ave	;												
ALT ALT	From:		W Main St													
11) (460) 4th St	City of Sale	m 0.40	17000	F	97%	0%	1%	1%	1%	0%	F	0.080		0.535	18000	F
ALT ALT	To From:		Elm St													
ALT ALT 11 (460)4th St	City of Sale	m 0.37	18000	F	97%	0%	1%	1%	1%	0%	С	0.091		0.504	20000	F
11) (400)	тоГ															
ALT ALT	From:		Union St								_					
11) (460) 4th St	City of Sale	m 0.29	16000	G	97%	0%	1%	1%	1%	0%	F	0.082		0.544	17000	G
ALT ALT	To: From:		Colorado St													
11) (460) 4th St	City of Sale	m 0.28	9000	F	98%	0%	1%	0%	1%	0%	F	0.089		0.547	9800	F
\hookrightarrow	To		loanoke Blv	d												
ALT ALT	City of Sale				000/	00/	10/	00/	10/	00/	_	0.004		0.500	11000	_
11 (460) Texas St	City of Sale	m 0.31	10000	F	98%	0%	1%	0%	1%	0%	С	0.094		0.562	11000	F
ALT ALT	To: From:		Idaho St													
11 (460) Texas St	City of Sale	m 0.61	5700	F	97%	0%	1%	0%	1%	0%	С	0.096		0.51	6200	F
\sim	To	Ly	nchburg Tn	pk												
ALT ALT 11 (460 Texas St	City of Sale	m 0.24	2700	F	97%	0%	1%	0%	1%	0%	F	0.140		0.751	3000	F
11 (460) Texas St	To:		Electric Rd		31 /6	0 /6	1 /0	0 /6	1 /0	0 78	•	0.140		0.751	3000	'
ALT ALT	From:		Texas St													
11) (460) (419) Electric Rd	City of Sale	m 0.53	21000	G	97%	0%	1%	0%	1%	0%	F	0.1		0.59	22000	G
ALT.	To:	CD.	E Main St	D.1												
ALT 11 (460) E Main St	City of Sale		419 Electric 15000	F	96%	1%	1%	1%	2%	0%	F	0.087		0.518	17000	F
11) (460) L Maii St	To:		/CL Roanok		0070	1 70		170	270	0 /0	•	0.007		0.010	17000	•
ALT	From:		ECL Salem													
11) (460) Melrose Ave	City of Roand	oke 0.65	16000	F	96%	1%	1%	1%	2%	0%	F	0.085		0.551	18000	F
ALT.	T _C From:	SR 11	7 Peters Cre	ek Rd												
ALT 11 (460 Melrose Ave	City of Roand	oke 1.75	13000	F	96%	1%	1%	1%	2%	0%	F	0.089		0.511	15000	F
11) (400) 1110007 110	- F	1.70		•		. 75		. / 0	_ / 0	0 /0	•	3.000		0.0.1	10000	•
ALT ~~~	From:		24th St													
11 (460) (116) Melrose Ave	e City of Roan		12000	F	96%	1%	1%	1%	2%	0%	F	0.087		0.51	14000	F
$\sim \sim \sim$	To:	Sa	alem Turnpil	ke												

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

-		Filliary at						Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Δvla	3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	S	alem Turnpik	re.			ZAXIC	0+AXIC	TTTAII	ZIIdii		1 actor		1 actor		
(11) (460) (116) Orange Ave	City of Roan		13000	F	96%	1%	1%	1%	2%	0%	F	0.078		0.541	14000	F
\bigcirc	To	10TH	ST, Gainsbo	oro Rd												
ALT (11) (460) (116) Orange Ave	e City of Roan		18000	Α	96%	1%	1%	1%	2%	0%	С	0.095		0.512	20000	Α
(11) (460) (116) Orange Ave	only of Hoan					1 /0	1 /0	1 /0	2 /0	0 /6	O	0.033		0.512	20000	^
ALT ALT	To: From:		IS 220, ALT	SR 220												
(11) (460) (116) (220) Orang	ge Ave City of Roan		35000	F	96%	1%	1%	1%	2%	0%	F	0.079		0.639	39000	F
	To:	US 1	1 Williamso	n Rd												
Bus	From:		11; Coalter													_
11 (250) Johnson St	City of Staur	nton 0.18	12000	G	99%	0%	1%	0%	0%	0%	F	0.086		0.507	13000	G
Bus	From:		New St Johnson St													
11 (250) New St	City of Staur	nton 0.17	1200	G	99%	0%	1%	0%	0%	0%	F	0.13			1300	G
) (<u>-</u> \$0)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7400	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7900	G
-	To		Frederick St													
Bus	From:				000/	00/	40/	00/	00/	00/	0	0.405			4400	0
11 250 New St	City of Staur		1000	G	99%	0%	1%	0%	0%	0%	С	0.135	_	0.540	1100	G
	Combined Traffic Estimates for 2 Parallel			G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	6400	G
Bus	To: From:	C	hurchville Av	ve												
11 250 Augusta St	City of Staur		9800	N	99%	0%	1%	0%	0%	0%	Ν	0.09		0.554	10000	N
	To:		Sunnyside St													
Bus 11 Augusta St	City of Stau		hurchville Av	G G	98%	0%	1%	0%	0%	0%	F	0.092		0.526	8600	G
/II) /idgusta St	Only of Otaci				0070	0 70		0 70	0 /0	070	•	0.002		0.020	0000	ŭ
Bus	From:	•	Edgewood Ro													
(11) Augusta St	City of Staur	nton 0.28	9400	G	98%	0%	1%	0%	0%	0%	F	0.089		0.507	10000	G
Bus	To: From:		Lambert St													
11 Augusta St	City of Staur	nton 1.14	5000	G	98%	0%	1%	0%	0%	0%	С	0.093		0.518	5400	G
\bigcirc	To		Coalter St													
Bus	From:				2221				221		_					_
11 Augusta St	City of Staur		7200	G	98%	0%	1%	0%	0%	0%	F	0.100		0.505	7700	G
	From		11 Commerce	e Ku												
Bus $\left(\frac{1}{1}\right)\left(\frac{250}{250}\right)$ Johnson St	City of Staur	nton 0.06	Augusta St 11000	G	99%	0%	1%	0%	0%	0%	F	0.086		0.568	12000	G
(1,1) (250) Johnson St	Combined Traffic Estimates for Parallel		NA	G	33 /6	0 70	1 /0	0 70	0 70	0 70		0.086	F	0.574	NA	ď
	To:		250 Par, Nev	w St								0.000	'	0.57 4	INA	
Bus	From:	SR	254 Beverly	/ St												
(11) (250) Augusta St	City of Staur		6200	G	99%	0%	1%	0%	0%	0%	F	0.085		0.723	6600	G
· ·	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7900	G
	To	1	Johnson St													

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

		Fillialy al						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US 250	Par; Sunny	side St				017.000				. 4010.		. 40101		
(1,1) (250) Augusta St	City of Staunton	0.43	5000	G	99%	0%	1%	0%	0%	0%	С	0.09		0.621	5300	G
	Combined Traffic Estimates for 2 Parallel Roadwa	•	6000	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	6400	G
	To:	SR	254 Beverly	y St												
Bus 11	From:	0.00	US 11		070/	40/	40/	00/	00/	00/	_	0.444		0.500	7700	_
11	Rockbridge County	0.03	7600	G	97%	1%	1%	0%	0%	0%	F	0.111		0.532	7700	G
Bus	To: From:	So	CL Lexingto	on												
11 Main St	City of Lexington	0.39	2900	G	97%	1%	1%	0%	0%	0%	С	0.111		0.532	3100	G
	To: From:	7	Thornhill Ro	l			\neg									
Bus 11 Main St	City of Lexington	0.16	5000	G	97%	1%	1%	0%	0%	0%	F	0.101		0.672	5300	G
	To:							- , -								
Bus	From:	22:	Wallace St		0701	401		061	061	00′	_	0.000		0.500	E400	
11 Main St	City of Lexington	0.31	4800	G	97%	1%	1%	0%	0%	0%	F	0.093		0.593	5100	G
Bus	Te: From:		White St													
11 Main St	City of Lexington	0.31	3100	G	99%	0%	1%	0%	0%	0%	F	0.117			3300	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	5200	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.580	5500	G
Dur	T _C .		Nelson St													
Bus 11 Main St	City of Lexington	0.24	5700	G	99%	0%	1%	0%	0%	0%	F	0.092			6100	G
(11)	Combined Traffic Estimates for 2 Parallel Roadwa		8900	G	99%	0%	1%	0%	0%	0%	F	NA			9500	G
	То	-	Jefferson St													
Bus Main Ct	City of Lovingston				000/	0%	10/	00/	00/	00/	F	0.000		0.510	10000	_
11 Main St	City of Lexington	0.37	9500	G	99%	0%	1%	0%	0%	0%	Г	0.090		0.512	10000	G
Bus	To: From:		Letcher St													
11 Main St	City of Lexington	0.34	9900	G	99%	0%	1%	0%	0%	0%	С	0.095		0.544	11000	G
$\overline{}$	Τα	US 11 N Lee	Highway; S	Lee Hig	hway											
Bus	From:		US 11 Mai													
Jefferson St	City of Lexington	0.35	2100	G	99%	0%	1%	0%	0%	0%	F -	0.112	_		2200	G
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	5200	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.580	5500	G
Bus	Te: From:	US	60 Nelson	St												
Jefferson St	City of Lexington	0.24	3300	G	99%	0%	1%	0%	0%	0%	С	0.09			3500	G
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	8900	G	99%	0%	1%	0%	0%	0%	F	NA			9500	G
	To:	Bus	US 11 Mai	n St												
Truck Truck	From		Commonwe								_					
(11) (19) Goode St	City of Bristol	0.21	1200	G	98%	0%	0%	0%	1%	0%	F	0.099		0.533	1300	G
Truck Truck	To: From	102-33	305 Piedmoi	nt Ave												
11 19 Cumberland St	City of Bristol	0.34	3000	G	98%	0%	0%	0%	1%	0%	F	0.102		0.568	3200	G
	Tα		US 11 Ran													

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

5 .	1					Trι	ıck		-00	K	Dir	AAMADT	
Route	Jurisdiction	Length AADT C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
ruck Truck	From:	US 421 Cumberland											
11 \ \ 19 \ Randall St	City of Bristol	0.93 5900	G 99%	0%	0%	0%	0%	0%	С	0.097	0.5	6300	(
~	To:	SR 113 Moore St; Oakvie	w Ave										
ruck Truck	From:	Cumberland St							_				
11) (113) (19) Moore St	City of Bristol		G 97%	1%	1%	0%	0%	0%	F	0.087	0.533	8600	
*	10:	Euclid Ave											
~~	From:	North Carolina State L											
13 Whaleyville Blvd	City of Suffolk	5.37 5000	A 88%	0%	1%	1%	11%	0%	С	0.098	0.628	4900	
~	To	133-616 Mineral Spring	Rd.										
13 Whaleyville Blvd	City of Suffolk		G 88%	0%	1%	1%	11%	0%	F	0.071	0.553	11000	
13) ************************************	only or content			0,0		. , ,	, 0	0 / 0	•	0.07	0.000		
~~	From	133-677 Great Fork I											
13 Whaleyville Blvd	City of Suffolk	0.82 7900	G 88%	0%	1%	1%	11%	0%	F	0.086	0.672	7800	
~	To: From:	133-675 Cypress Chape	l Rd										
13 Whaleyville Blvd	City of Suffolk	2.22 8000	G 88%	0%	1%	1%	11%	0%	F	0.086	0.676	7800	
	To	122 750 C. I. ib C	2.1 W4										
13 Whaleyville Blvd	City of Suffolk	133-759 S, Liberty Spring I 1.06 9400	G 88%	0%	1%	1%	11%	0%	F	0.087	0.676	9200	
13) Whaleyville Blvd	City of Surloik	1.00 9400	G 00%	0%	1 70	1 70	1170	0%	F	0.007	0.676	9200	
~~~	To: From:	133-759 N, Babbtown											
13 Whaleyville Blvd	City of Suffolk	2.56 <b>9900</b>	<b>G</b> 88%	0%	1%	1%	11%	0%	F	0.087	0.698	9700	
~	To:	SR 32 Carolina Rd											
~~ (	From:	SR 32 Whaleyville Bl							_				
13 (32) Carolina Rd	City of Suffolk		G 88%	0%	1%	1%	11%	0%	F	0.085	0.703	16000	
<del>* *</del>	From:	Bus US 13	D.1										
13 Southwest Suffolk Bypass	City of Suffolk	Bus US 13, SR 32 Caroli 2.80 <b>12000</b>	G 86%	1%	1%	2%	10%	0%	С	0.097	0.661	12000	
13) Southwest Suffolk Bypass	City of Surloik	US 58 Holland Rd		1 70	170	270	10%	0%	C	0.097	0.001	12000	
	From:	Bus US 58											
13) (58) Suffolk Bypass	City of Suffolk		<b>G</b> 85%	1%	1%	1%	13%	0%	F	0.085	0.620	39000	
13) (38) 36.16.11 2, page	city of carroin			. , 0	.,,,	. , ,	.0,0	0 / 0	•	0.000	0.020	00000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	61-604 Pitchkittle R											
13) (58) Suffolk Bypass	City of Suffolk	1.88 43000	G 85%	1%	1%	1%	13%	0%	F	0.084	0.626	41000	
* *	To: From	US 460 Pruden Blvo	1										
13 (58) (460 Suffolk Bypass	City of Suffolk	0.93 49000	G 92%	0%	1%	1%	6%	0%	F	0.077	0.647	50000	
	To	SR 10 SR 32 Godwin I	211										
13) (58) (460) Suffolk Bypass	City of Suffolk		G 92%	0%	1%	1%	6%	0%	F	0.085	0.597	60000	
13) (58) (460) Suffolk Bypass	Oity of Surioik	1.07 30000	G 32 /6	0 78	1 /0	1 /0	0 /6	0 /6	'	0.003	0.557	00000	
	To: From:	61-642 Wilroy Rd											
13 \ \(\) \	City of Suffolk	2.30 49000	G 92%	0%	1%	1%	6%	0%	F	0.084	0.618	51000	
~ ~ ~	Tox	Bus US 13,Bus US 58 Milit	arv Hwv		<u> </u>								
13) (58) (460) Military Highway	City of Suffolk	· ·	G 92%	0%	1%	1%	6%	0%	F	0.086	0.621	74000	
10) (30) (400)	то	Bus US 13	5=70	3,0	i i	. , •	- / 0	- / 0	•		J. U _ /		
	From	ECL Suffolk											
13) (58) (460) Military Highway	City of Chesapeake (Maint: 64)		A 92%	0%	1%	1%	6%	0%	С	0.096	0.570	74000	
	Tor	I-664											

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

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		I-664													
[13] [58] [460]	City of Chesapeake (Mair		11000	F	92%	0%	1%	1%	6%	0%	F	0.13		0.506	11000	F
<del>*</del> * *	From:		Bus US 13 S 58; SR 19													
(13) (460) (191)	City of Chesapeake		6800	G	91%	1%	2%	2%	4%	0%	F	0.137		0.723	7300	G
(10) (400) (101)	To															
13 460 Military Highway	From: City of Chesapeake		1, S Militar <b>5400</b>	<del>у нwу</del> <b>G</b>	91%	1%	2%	2%	4%	0%	F	0.151		0.726	5700	G
Military Highway	Combined Traffic Estimates for 2 Parallel Road		5400	G	3176	1 /0	270	270	7/0	0 70		0.123	F	0.583	NA	u
	Combined Traine Estimates for 21 aranel fload											0.123	'	0.565	INA	
/ Millian I Falance	To: From:		n I-664; Sh			40/		00/	40/	00/		0.450		0.500	0700	
13 460 Military Highway	City of Chesapeake	2.44	8200	G	91%	1%	2%	2%	4%	0%	С	0.150		0.523	8700	G
~ ~	To: From:		I-64													
13 (460) Military Highway	City of Chesapeake	1.37	17000	G	97%	0%	1%	1%	1%	0%	F	0.105		0.527	18000	G
$\bigcirc$	To	US 17 Geo	orge Washir	ngton Hy	VV											
13 (460) Military Highway	City of Chesapeake		19000	G	97%	0%	1%	1%	1%	0%	F	0.105		0.53	20000	G
	To	CD	196 Canal	D _a												
13 (460 Military Highway	From: City of Chesapeake		31000	<u>рг</u>	97%	0%	1%	1%	1%	0%	С	0.123		0.529	34000	Α
Military Highway	Oily of Offesapeake				31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	O	0.123		0.523	34000	^
/~~ A ###	To: From:		6 Bainbridg		070/	00/		10/	10/	00/	_	0.100		0.514	05000	_
(13) Military Highway	City of Chesapeake	9 0.31	32000	G	97%	0%	1%	1%	1%	0%	F	0.102		0.514	35000	G
~	To: From:		I-464													
(13) Military Highway	City of Chesapeake	0.78	23000	G	97%	1%	1%	0%	1%	0%	F	0.102		0.514	25000	G
$\smile$	To	Ca	ımpostella I	Rd												
13 Military Highway	City of Chesapeake		24000	G	97%	1%	1%	0%	1%	0%	F	0.103		0.591	26000	G
	To		8 Battlefield	d Dlud												
13 Military Highway	From: City of Chesapeake		25000	G BIVU	97%	1%	1%	0%	1%	0%	F	0.098		0.556	26000	G
13 Military Highway	Oity of Officsapeare	0.72			31 70	1 /0	1 /0	0 70	1 /0	0 70	'	0.000		0.550	20000	а
A CC and a Color	To: From:	0.44	Allison Dr		070/	40/		00/	40/	00/	_	0.000		0.000	00000	_
13 Military Highway	City of Chesapeake	0.41	27000	G	97%	1%	1%	0%	1%	0%	С	0.096		0.603	29000	G
~~	To: From:		eenbrier Pk	wy												
13 Military Highway	City of Chesapeake	1.67	31000	G	97%	1%	1%	0%	1%	0%	F	0.094		0.501	33000	G
<u> </u>	To:		Virginia B													
Military Huny	City of Virginia Rose		L Chesapea		000/	1%	10/	10/	10/	09/	С	0.004		0.603	20000	F
Military Hwy	City of Virginia Beac	h 0.67	28000	F	98%	170	1%	1%	1%	0%	C	0.094		0.603	30000	Г
~~~	To: From:		dian River I													
(13) Military Hwy	City of Virginia Beac		47000	F	98%	1%	1%	1%	1%	0%	F	0.108		0.666	51000	F
~	To:		CL Norfoll													
13 Military Highway	City of Norfolk	0.85	Virginia B 47000	Beach F	98%	1%	1%	1%	1%	0%	F	0.104		0.641	51000	F
13 Military Highway	City of Notion	0.00		Г	<i>3</i> 0 /0	1 /0	1 /0	1 /0	1 /0	U /0	'	0.104		0.041	31000	'
~~~	To: From:		I-264													
(13) Military Highway	City of Norfolk	0.95	57000	F	97%	1%	1%	0%	1%	0%	F	0.088		0.605	62000	F
~	Tα:	US 58 V	/irginia Bea	ach Blvd												

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

							Tru	ıok			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	US 58 Virginia Be	ach Blvd			ZAXIE	3+Axie	HHall	ZIIali		i actor	i actor		
13 Military Highway	City of Norfolk	1.23 <b>41000</b>	G	97%	1%	1%	0%	1%	0%	С	0.077	0.555	44000	G
(13)	To:	SR 165, SR 166 Prince			. , 0		0,0	. , 0	0,0	Ū	0.077	0.000		<b>O</b> .
	From:	SR 165; SR 1												
(13) (165) (166) Northampton Blvd	City of Norfolk	0.26 <b>28000</b>	F	97%	1%	1%	0%	1%	0%	F	0.086	0.510	31000	F
$\bigcirc$	To: From:	SR 165 Kempsvi	ille Rd											
(13) (166) Northampton Blvd	City of Norfolk	0.62 32000	G	96%	0%	1%	0%	2%	0%	F	0.092	0.602	33000	G
	To	I-64												
13 (166) Northampton Blvd	City of Norfolk	0.20 <b>77000</b>	G	96%	0%	1%	0%	2%	0%	F	0.081	0.557	80000	G
(13) (166) Northampton Elva	To:	WCL Virginia I		0070	0 70		0,0		070	•	0.001	0.007	00000	Ğ
	From:	NCL Norfol												
13 (166) Northampton Blvd	City of Virginia Beach	0.95 <b>55000</b>	F	96%	0%	1%	0%	2%	0%	F	0.074	0.515	56000	F
	To:	SR 166 Diamond S	nrings Rd											
13 Northampton Blvd	City of Virginia Beach	2.14 <b>35000</b>	A A	96%	0%	1%	0%	2%	0%	С	0.101	0.679	37000	Α
(13)	To Table 1									-				
Northamatan Dhud	City of Virginia Basela	SR 225 Independer		069/	00/	10/	00/	20/	00/	F	0.00	0.505	22000	F
Northampton Blvd	City of Virginia Beach	1.19 <b>22000</b>	F	96%	0%	1%	0%	2%	0%	Г	0.08	0.585	23000	Г
~~~	To: From:	US 60 Shore												
13 Northampton Blvd	City of Virginia Beach	0.78 9600	F	96%	0%	1%	0%	2%	0%	F	0.076	0.509	9900	F
<u> </u>	To	NCL Virginia E	Beach											
13 Chesapeake Bay Bridge Tunnel	Northampton County (Maint: TOL)	19.14 8800	G	92%	0%	1%	1%	6%	0%	F	0.077	0.508	8300	G
	To	65-600 Seaside	n Dd											
13 Lankford Hwy	Northampton County	4.78 11000	G	92%	0%	1%	1%	6%	0%	F	0.077	0.524	9800	G
(13) 24/11/07/4 / 11/19	Trontilampton Seamty			0270	0 70		1 70	070	070	•	0.077	0.02 1	0000	Ğ
Landstand Lhou	Too:	65-624 Capevil		000/	00/	10/	10/	C 0/	00/		0.070	0.500	10000	
(13) Lankford Hwy	Northampton County	4.56 13000	G	92%	0%	1%	1%	6%	0%	F	0.072	0.529	12000	G
	To: From:	Bus US 13 S of C	heriton											
13 Lankford Hwy	Northampton County	1.28 15000	G	92%	0%	1%	1%	6%	0%	F	0.074	0.523	13000	G
<u> </u>	To	SWCL Cheri	ton											
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.07 15000	N	92%	0%	1%	1%	6%	0%	Ν	0.074	0.523	13000	Ν
	Toc	S Mid CL Che	mit a m											
13 Lankford Hwy	Northampton County	0.29 15000	N	92%	0%	1%	1%	6%	0%	N	0.074	0.523	13000	N
13) Lamkord Tiwy				JZ /0	0 70	1 70	1 /0	0 /0	0 70	14	0.074	0.525	10000	14
~	To: From:	N Mid CL Che		200/	00/		40/	201	201		0.074	0.500	10000	
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.07 15000	N	92%	0%	1%	1%	6%	0%	N	0.074	0.523	13000	N
~	To: From:	Bus US 13 N of C												
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.48 15000	G	92%	0%	1%	1%	6%	0%	F	0.081	0.537	14000	G
<u> </u>	_Τα	NCL Cherito	on			<u> </u>								
13 Lankford Hwy	Northampton County	2.73 15000	N	92%	0%	1%	1%	6%	0%	Ν	0.081	0.537	14000	Ν
,	Too		a a trui 11 -			 1								
13 Lankford Hwy	Northampton County	Bus US 13 S of E	astville G	92%	0%	1%	1%	6%	0%	F	0.074	0.526	13000	G
13 Lankford Hwy	Normaniplon County	1.00 14000	u	JZ /0	U /0	1 /0	1 /0	0 /0	U /o	1	0.074	0.520	13000	ď

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

				4	_		Tru	ck			K	Dir	A A14/DT	- 014
Route	Jurisdiction	Length AAD	I QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
C Lord food Door	From:	SCL East		000/	00/	10/	40/	00/	00/		0.074	0.500	10000	
(13) Lankford Hwy	Town of Eastville (Maint: 65)	0.24 1400	0 N	92%	0%	1%	1%	6%	0%	N	0.074	0.526	13000	N
~	To: From:	NCL East												
13 Lankford Hwy	Northampton County	1.03 1400	0 N	92%	0%	1%	1%	6%	0%	N	0.074	0.526	13000	N
Lonkford Hung	Northamaton County	Bus US 13 N o		92%	0%	1%	1%	6%	0%	F	0.077	0.503	14000	G
13 Lankford Hwy	Northampton County	2.45 1600		9270	0%	1 70	1 70	0%	076	г	0.077	0.505	14000	G
13 Lankford Hwy	Northampton County	65-628 James 3.29 1600		92%	0%	1%	1%	6%	0%	F	0.075	0.506	14000	G
13 Lankford Hwy	Northampton County			92%	0%	1 70	1 70	0%	076	Г	0.075	0.506	14000	G
13 Lankford Hwy	Northampton County	65-620 Birds 2.41 1700		92%	0%	1%	1%	6%	0%	F	0.076	0.553	15000	G
13 Lankford Hwy	Northampton County			92%	0%	1 70	1 70	0%	076	г	0.076	0.555	15000	G
13 Lankford Hwy	Town of Nassawadox (Maint: 65)	SCL Nassa 0.85 1700		92%	0%	1%	1%	6%	0%	N	0.076	0.553	15000	N
13 Lankford Hwy	TOWIT OF MASSAWAGOX (Maint. 65)			92%	076	1 70	170	070	U70	IN	0.076	0.555	15000	IN
Lonkford Hung	Town of Nassawadox (Maint: 65)	65-678 Pin		029/	0%	19/	10/	6%	00/	F	0.078	0.542	16000	G
13 Lankford Hwy	TOWIT OF MASSAWAGOX (Maint. 65)	0.13 1800		92%	076	1%	1%	070	0%	Г	0.076	0.543	16000	G
	From From County	NCL Nassa		000/	00/	10/	10/	C0/	00/	NI.	0.070	0.540	10000	
13 Lankford Hwy	Northampton County	2.63 1800		92%	0%	1%	1%	6%	0%	N	0.078	0.543	16000	N
Landsford Llum	Tod From	Bus US 13 S o		000/	00/	10/	10/	C0/	00/	F	0.077	0.510	17000	
13 Lankford Hwy	Northampton County	1.25 1900		92%	0%	1%	1%	6%	0%	Г	0.077	0.519	17000	G
	Town of Europe (Maintees)	SCL Exn		000/	00/	10/	10/	C0/	00/	NI.	0.077	0.510	17000	
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.15 1900	0 N	92%	0%	1%	1%	6%	0%	N	0.077	0.519	17000	N
Control Day	From:	SR 183 Ex		000/	00/		40/	00/	00/		0.070	0.504	47000	
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.52 1900	0 G	92%	0%	1%	1%	6%	0%	F	0.078	0.504	17000	G
~	From:	SR 178 Belle I			221									
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.21 1800	0 G	92%	0%	1%	1%	6%	0%	F	0.079	0.517	16000	G
~~	To From:	NCL Exn		2221	221									
13 Lankford Hwy	Northampton County	0.14 1800 Bus US 13 Exmo		92%	0%	1%	1%	6%	0%	N	0.079	0.517	16000	N
	From:	US 13 Bus Exmo	,											
13 Lankford Hwy	Accomack County (Maint: 65)	0.19 1900		92%	0%	1%	1%	6%	0%	F	0.080	0.536	17000	G
	То:	Accomack Co												
13 Lankford Hwy	Accomack County	Northhampton C 2.94 1800	_	92%	0%	1%	1%	6%	0%	F	0.078	0.509	16000	G
13 Lankford Hwy	Accomack County			92%	076	1 70	170	070	U70	Г	0.076	0.509	16000	G
Londond Llung	Town of Painter (Maint: 01)	O.43 1800		92%	0%	1%	1%	6%	0%	N	0.078	0.509	16000	N
13 Lankford Hwy	Town of Famile (Maint. 01)	0.43 1600 01-614 Hick		92%	076	1 70	1 70	070	0%	IN	0.076	0.509	16000	IN
	From	01-614 Way												
13 Lankford Hwy	Town of Painter (Maint: 01)	0.46 1800	0 G	92%	0%	1%	1%	6%	0%	F	0.081	0.512	16000	G
<u> </u>	To From	NCL Pair	nter											
13 Lankford Hwy	Accomack County	1.84 1800		92%	0%	1%	1%	6%	0%	Ν	0.081	0.512	16000	Ν
\smile	To:	SCL Ke	ller											

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

					_		Tru	ck			K	Dir Dir		
Route	Jurisdiction		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
13 Lankford Hwy	Town of Keller (Maint: 01)	SCL Keller 0.38 18000	N	92%	0%	1%	1%	6%	0%	N	0.081	0.512	16000	N
13 Lankford Hwy	Town of Relief (Maint. 01)		IN	<i>32</i> /0	0 /6	1 /0	1 /0	0 /6	0 /6	IN	0.001	0.512	10000	IN
13 (180) Lankford Hwy	Town of Keller (Maint: 01)	S SR 180 0.45 19000	G	92%	0%	1%	1%	6%	0%	F	0.079	0.511	17000	G
13) (180) = 4	То	NCL Keller					. , 0	0,0	0,0	•	0.07.0	0.0		
13 (180) Lankford Hwy	Accomack County		N	92%	0%	1%	1%	6%	0%	Ν	0.079	0.511	17000	Ν
	Too	N SR 180												
13 Lankford Hwy	Accomack County		G	96%	0%	1%	0%	2%	0%	F	0.080	0.519	17000	G
	To- Fron-	01-734 Gospel Templ	le Rd			_								
13 Lankford Hwy	Accomack County		G	92%	0%	1%	1%	6%	0%	F	0.090	0.545	18000	G
<u> </u>	To From	SCL Melfa				_								
13 Lankford Hwy	Town of Melfa (Maint: 01)	0.37 20000	G	92%	0%	1%	1%	6%	0%	F	0.091	0.562	19000	G
<u> </u>	To: From:	01-T626				\Box								
13 Lankford Hwy	Town of Melfa (Maint: 01)	0.50 21000	G	92%	0%	1%	1%	6%	0%	F	0.075	0.516	19000	G
\	To: From	NCL Melfa												
13) Lankford Hwy	Accomack County	2.16 20000	G	92%	0%	1%	1%	6%	0%	F	0.081	0.538	18000	G
~	To: From:	SCL Onley												
13 Lankford Hwy	Town of Onley (Maint: 01)	1.00 21000 SR 179	G	92%	0%	1%	1%	6%	0%	F	0.08	0.537	19000	G
	From:	SR 179 Main St												
13 Lankford Hwy	Town of Onley (Maint: 01)	0.17 20000	G	92%	0%	1%	1%	6%	0%	F	0.082	0.547	18000	G
	To: From:	NCL Onley												
13) Lankford Hwy	Accomack County	2.97 18000	G	92%	0%	1%	1%	6%	0%	F	0.082	0.562	16000	G
	To: From:	SCL Accomac				\Box \vdash								
13 Lankford Hwy	Town of Accomac (Maint: 01)	0.15 19000	G	92%	0%	1%	1%	6%	0%	F	0.095	0.563	17000	G
~	To: From:	NCL Accomac												
13 Lankford Hwy	Accomack County	1.39 18000	G	92%	0%	1%	1%	6%	0%	F	0.080	0.507	16000	G
~	To: From:	US 13 Bus N of Acco		2221		\Box		221				2 - 1 -		
13 Lankford Hwy	Accomack County	4.48 18000	G	92%	0%	1%	1%	6%	0%	F	0.082	0.519	16000	G
~ Landfand Dan	To: From:	01-676 Muttonhunk		000/	00/		40/	00/	00/	F	0.000	0.505	40000	_
Lankford Hwy	Accomack County		G	92%	0%	1%	1%	6%	0%	F	0.083	0.565	16000	G
Lankford Hung	Accomack County	01-695 Temperanceville Rd 3.69 17000	d; Saxis G	92%	0%	1%	1%	6%	0%	F	0.081	0.531	15000	G
13 Lankford Hwy	Accomack County			J∠ 70	U 70	1 %	1 /0	0 %	U 70	Г	0.001	0.551	13000	G
13 Lankford Hwy	Accomack County	SR 175 Nashs Corn 4.09 19000	ner A	92%	0%	1%	1%	6%	0%	С	0.138	0.607	17000	A
13) Landord Tiwy	To	Maryland State Lir		JL /0	U /0	1/0	1 /0	U /0	0 /0	J	0.100	0.007	17000	^
	From:	US 13 TO I-64 WE												
13 Ramp	City of Chesapeake (Maint: 64)	0.35 4400	F								0.136		4400	F
<u> </u>	To: I-64	-W FROM RT 1300- MILITA	ARY H	IGHWAY	Y									

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

		Filliary and interstate	rioutes								
Route	Jurisdiction	Length AADT C	A 4Tire Bus		Truck 3+Axle 1Ti		רארי	K Factor	✓ Dir ✓ Factor	AAWDT	QW
13 Ramp	City of Chesapeake (Maint: 64	US 13 TO I-64 EAS 4) 0.41 13000 (I-64-E FROM RT 1300- MILITAR	G					0.1		13000	G
13 Ramp	City of Chesapeake (Maint: 64	US 13 TO AND FROM F 4) 0.29 6200 (I-464-S FROM RT I	G					0.124		6200	G
13 Ramp	City of Chesapeake (Maint: 64	US 13 I-464-N002A TO AND 4) 0.23 3400 (I-464-N FROM RT I	G					0.099		3400	G
13 Ramp	City of Norfolk (Maint: 64)	US 13-N045A US 13-S045A F 0.12 24000 G I-64-E FROM RT 1:	G					0.095		24000	G
North 13 Ramp	City of Norfolk (Maint: 64)	US 13 TO I-64 WES 0.22 NA US 13-S045A US 13- 45A FF						NA		NA	
North (13) Ramp	City of Norfolk (Maint: 64)	US 13 TO ROUTE 264 EAST 0.19 8900 0 I-264-E013X FROM RT 13 NORTI	G					0.114		8900	G
North 13 Ramp	City of Norfolk (Maint: 64)	US 13 TO ROUTE 264 WEST 0.10 2800 0 -264-W013X FROM ROUTE 13 No	G					0.128		2800	G
South (13) Ramp	City of Norfolk (Maint: 64)	US 13 TO I-64 0.08 29000 US 13-S045B TO RT 64 EAST	G F 0 WEST2					0.086		29000	G
South 13 Ramp	City of Norfolk (Maint: 64)	0.35 NA US 13-N045A US 13-45A FI						NA		NA	
South 13 Ramp	City of Norfolk (Maint: 64)	US 13-S045A TO I-64 EAST 0.19 NA I-64-W FROM RT 13 SO						NA		NA	
South (13) Ramp	City of Norfolk (Maint: 64)	US 13 TO ROUTE 264 EAST 0.11 9500 0 I-264-E013X FROM RT 13 SOUTI	G					0.086		9500	G
South 13 Ramp	City of Norfolk (Maint: 64)	US 13 TO ROUTE 264 WEST 0.19 7500 (-264-W013X FROM ROUTE 13 S0	G					0.096		7500	G
Bus (13) Coastal Blvd	Town of Onley (Maint: 01)	US 13 S of Onley 0.98 3600 ONCL Onley	G 98% 0%	1%	0% 19	% 0%	F	0.098	0.541	3700	G
Bus 13 Coastal Blvd	Accomack County	-	N 98% 0%	1%	0% 19	% 0%	N	0.098	0.541	3700	N

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

		Filliary an						Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
Bus	From:		US 13												
13 Front St	Accomack County	0.42	2400	N	98%	0%	1%	0%	1%	0%	Ν	0.104	0.547	2500	Ν
Bus	To: From:	SR	126; SR 3	316											
13 Front St	Accomack County	1.01	2400	G	98%	0%	1%	0%	1%	0%	F	0.104	0.547	2500	G
Pug	To From:	01-6	59 Wharto	n Rd			⊒⊢								
Bus 13 Front St	Accomack County	0.79	2100	G	98%	0%	1%	0%	1%	0%	С	0.106	0.557	2200	G
~	To	S	CL Accom	ac			<u> </u>								
Bus 13 Front St	Town of Accomac (Maint: 01)	0.31	2100	N	98%	0%	1%	0%	1%	0%	N	0.106	0.557	2200	N
13)	То		1 Courthous					* / *	.,,						
Bus 13 Front St	Town of Accomac (Maint: 01)	0.89	2100	G	98%	0%	1%	0%	1%	0%	F	0.097	0.520	2200	G
Front St	Town of Accomac (Maint. 01)				90%	0%	1 70	0%	1 70	076	Г	0.097	0.520	2200	G
Bus	From:		CL Accom												
13 Front St	Accomack County	0.96	2100 3 N of Acc	N	98%	0%	1%	0%	1%	0%	N	0.097	0.520	2200	N
	From:		13 S of Ext												
Bus 13 Main St	Northampton County	0.40	2300	G	96%	1%	1%	0%	2%	0%	С	0.098	0.586	2300	G
~	Too	S	CL Exmor	e											
Bus 13 Main St	Town of Exmore (Maint: 65)	1.10	2300	N	96%	1%	1%	0%	2%	0%	N	0.098	0.586	2300	N
13)	To-		8 Belle Hav			. , 0		0,70	_,,	0,0		0.000	0.000		
Bus Lincoln A	Town of Exmore (Maint: 65)				000/	10/	10/	00/	00/	00/	N.	0.000	0.500	0000	N.
Lincoln Ave	Town of Exmore (Maint. 65)	0.47	2300	N	96%	1%	1%	0%	2%	0%	N	0.098	0.586	2300	N
Bus	From:		ICL Exmor												
13 Lincoln Ave	Northampton County	0.17	2300	N	96%	1%	1%	0%	2%	0%	N	0.098	0.586	2300	N
	From		13 N of Ext												
Bus 13 Courthouse Rd	Northampton County	1.17	1400	G	97%	1%	1%	0%	0%	0%	С	0.117	0.603	1500	G
	To	<u> </u>	CL Eastvil												
Bus 13 Courthouse Rd	Town of Eastville (Maint: 65)	0.17	1400	N	97%	1%	1%	0%	0%	0%	N	0.117	0.603	1500	N
Courthouse Rd	Town of Lastville (Maint. 63)				31 /0	1 /0	1 /0	0 /0	0 /6	0 /0	IN	0.117	0.003	1300	IN
Bus	From		-631 Eastvi												
Courthouse Rd	Town of Eastville (Maint: 65)	0.19	1700	G	97%	1%	1%	0%	0%	0%	F	0.125	0.522	1700	G
Bus	To: From:	N	CL Eastvil	le											
13 Courthouse Rd	Northampton County	1.18	1700	N	97%	1%	1%	0%	0%	0%	Ν	0.125	0.522	1700	Ν
~	To:		3 N of Eas												
Bus 13 Bayside Dr	Northampton County	0.80	3 S of Che 2000	riton G	97%	1%	1%	0%	1%	0%	С	0.099	0.624	2100	G
13 Bayside Dr	To		CL Cherito		31 /0	1 /0	1 /0	U /0	1 /0	U /0	J	0.055	0.024	2100	G

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

Б.,				-		Truc	ck			K	Dir		611
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor QI	Factor	AAWDT	QV
Bus	From:	SCL Cheriton											
13 Bayside Dr	Town of Cheriton (Maint: 65)		N 97%	1%	1%	0%	1%	0%	Ν	0.099	0.624	2100	Ν
~	To:	US 13 Cheriton											
Bus	From:	US 13 Southwest Suffolk	Bypass										
13) (32) Carolina Rd	City of Suffolk	1.17 11000	G 88%	0%	1%	1%	11%	0%	F	0.082	0.676	10000	(
Bus	To: From:	Old SCL Suffolk											
13) (32) Carolina Rd	City of Suffolk	0.54 11000	G 88%	0%	1%	1%	11%	0%	F	0.087	0.602	11000	
\sim \circ	To:	Fayette St											
Bus 13) (32) Main St	From:	US 13; SR 32 Fayette											
13) (32) Main St	City of Suffolk	0.34 9500	G 99%	0%	1%	0%	0%	0%	С	0.081	0.585	10000	(
\sim \sim	To: From:	Begin SR 10											
32) (32) (10) Main St	City of Suffolk	0.68 19000	G 99%	0%	1%	0%	0%	0%	F	0.079	0.561	20000	(
	To:	US 58; Bus US 460)										
Bus Bus Bus	From:	SR 32 Main St											
13) (58) (460) Constance Rd	City of Suffolk	0.88 16000	G 97%	0%	1%	0%	2%	0%	F	80.0	0.566	17000	(
Bus Bus	To: From:	Pinner St											
Bus Bus Bus 13 58 460 Portsmouth Blvd	City of Suffolk	1.60 16000	G 97%	0%	1%	0%	2%	0%	С	0.084	0.525	17000	(
Bus Bus	To: From:	SR 337 Washington	St										
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.22 23000	G 96%	0%	1%	1%	2%	0%	С	0.081	0.579	25000	(
10) (30) (400)	To:	US 13, US 58, US 40											
	From:	US 60 Anderson Hw	JV.										
13) Old Buckingham Rd	Cumberland County		G 91%	0%	2%	1%	6%	0%	С	0.094	0.593	950	(
13) 3.6 243	To:	Powhatan County Lin		0,0		. , 0	0,0	0,0	Ū	0.00	0.000		
	From:	Cumberland County L											
13) Old Buckingham Rd	Powhatan County	4.07 1400	G 91%	0%	2%	1%	6%	0%	F	0.104	0.62	1500	(
<u> </u>	To:	72-638 Gills Road											
Old Bushinshaus Dd	From:	72-638 Gills Rd	0.10/	00/		40/	00/	00/	_	0.400	0.070	4000	
13) Old Buckingham Rd	Powhatan County	6.51 1900	G 91%	0%	2%	1%	6%	0%	F	0.109	0.678	1900	(
	To: From:	72-609 Giles Bridge l											
13) Old Buckingham Rd	Powhatan County	2.22 6700	G 97%	1%	1%	1%	1%	0%	С	0.101	0.612	6800	(
<u> </u>	To	72-1002 Emmanual Chur	rch Rd										
13) Old Buckingham Rd	Powhatan County		G 97%	1%	1%	1%	1%	0%	F	0.117	0.601	2700	
	To	72-1005 Skaggs Rd	1										
13) Old Buckingham Rd	Powhatan County		G 97%	1%	1%	1%	1%	0%	F	0.107	0.594	2500	(
13) Cld Buokingham Flu	1 ownatan county			1 /0		1 /0	1 /0	0 70	•	0.107	0.004	2000	•
Old Burdingsham D.	From	SR 300 Courthouse Taver		401		40/	40'	061	_	0.000	0.000	0.400	
13) Old Buckingham Rd	Powhatan County		G 97%	1%	1%	1%	1%	0%	F	0.099	0.636	2400	(
<u> </u>	10:	US 60 James Anderson	Hwy										
	From	US 360; St Stephens Ch											
14) The Trail	King & Queen County		F 79%	0%	1%	3%	17%	0%	F	0.107	0.748	370	I
\smile	To	49-629 Walkerton Landi	ng Rd										

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

					_		Trι	ıck			Κ	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor QK	Factor	AAWDT	QV
	From:	49-629 Walkerton I	Landing Ro	i										
(14) The Trail	King & Queen County	1.81 440	F	79%	0%	1%	3%	17%	0%	F	0.114	0.523	450	F
$\stackrel{\smile}{\smile}$	To	49-620 W, Duck	Pond Rd											
14 The Trail	King & Queen County	9.74 300	F	79%	0%	1%	3%	17%	0%	С	0.114	0.571	320	F
	То	49-617 Carletons (Corner Pd											
14 The Trail	King & Queen County	5.63 710	F	79%	0%	1%	3%	17%	0%	F	0.103	0.607	740	F
14)	To												-	
The Trail	King & Ougon County	49-614 Cliftor 6.81 1300	Lane F	79%	0%	1%	3%	17%	0%	F	0.082	0.559	1400	F
14) The Trail	King & Queen County	0.01 1300		79%	076	1 70	3%	1770	0%	Г	0.062	0.559	1400	,
	To: From:	SR 33 Shackle												
14) (33) Lewis Puller Mem. Hwy	King & Queen County	1.66 12000		91%	1%	1%	1%	6%	0%	С	0.084	0.652	12000	I
\smile	To:	SR 33 Shacklefo												
14) Buena Vista Rd	King & Queen County	SR 33 Lewis Puller 4.95 4100	Mem Hw	94%	1%	1%	2%	3%	0%	С	0.092	0.564	4300	-
Buena Vista Rd	To:	Gloucester Cour		34 /0	1 /0	1 /0	2/0	3 /0	0 /6	C	0.092	0.304	4300	'
	From:	King & Queen Co												
14) Adner Rd	Gloucester County	1.04 4300	F	94%	1%	1%	2%	3%	0%	F	0.093	0.588	4500	-
	To:	US 17 W, George Washi	ngton Mer	n Hwy										
	From:	W US 17 Ac	dner											
14) (17) George Washington Mem Hwy	Gloucester County	3.73 12000	F	98%	0%	1%	0%	1%	0%	F	0.086	0.575	13000	
	To:	36-615												
14) (17) George Washington Mem Hwy	Gloucester County	1.65 13000	F	98%	0%	1%	0%	1%	0%	F	0.087	0.583	14000	
	To	26,606 1	1											
14) 17 George Washington Mem Hwy	Gloucester County	36-606 Aı 2.45 16000		98%	0%	1%	0%	1%	0%	F	0.09	0.595	16000	
14) [17] George Washington Mem Hwy	Gloucester County	2.45 10000	Г	90%	076	1 70	0%	1 70	0%	Г	0.09	0.595	16000	'
Bus	To: From:	US 17; Bus U	JS 17											
14) (17) Main St	Gloucester County	0.56 6300	F	99%	0%	1%	0%	0%	0%	С	0.090	0.517	6500	ı
9 0	To													
Bus	From:	36-1007												
14) (17) Main St	Gloucester County	0.71 9800	F	99%	0%	1%	0%	0%	0%	F	0.095	0.524	10000	I
$\smile \smile$	To:	SR 3	_											
Control Managerial I have	Olassa a tau Oassata	Bus US 1		070/	00/	10/	40/	40/	00/	F	0.000	0.000	40000	
14 3 John Clayton Memorial Hwy	Gloucester County	2.18 17000	F	97%	0%	1%	1%	1%	0%	г	0.086	0.629	18000	ı
	To: From:	36-623												
$_{14})$ ($_{3}$) John Clayton Memorial Hwy	Gloucester County	4.07 12000	F	97%	0%	1%	1%	1%	0%	С	0.088	0.630	13000	
\supset	To:	Mathews Coun	,											
John Clautan Marra Harri	From:	Gloucester Cour		070/	00/	10/	00/	10/	00/	_	0.000	0.040	10000	
14) (3) John Clayton Mem Hwy	Mathews County	0.11 12000		97%	0%	1%	0%	1%	0%	F	0.090	0.649	12000	(
~ ~	From:	SR 3 Fort Nor SR 3 Windso												
14) John Clayton Mem Hwy	Mathews County	2.75 5900	G	98%	1%	1%	0%	0%	0%	F	0.088	0.601	6100	(
14) John Olayton Wom Hwy	Mathews County			JU /0	1 /0	1 /0	0 /0	0 /0	0 /0	'	0.000	0.001	0100	
	To: From:	57-617 North R				 				_				
14) John Clayton Mem Hwy	Mathews County	1.38 5400	G	98%	1%	1%	0%	0%	0%	F	0.088	0.603	5600	C
<u> </u>	To:	57-660 Philpot	ts Ave											

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

						Tru	ıck			K	Dir		
Jurisdiction	Length	AADT QA	4Tire	Bus					QC		OK	AAWDT	QW
From:	57-660) Philnotts Ave			271010	OTTINIC	TTTUI	ZIIdii		1 40101	1 40101		
Mathews County			98%	1%	1%	0%	0%	0%	F	0.09	0.582	5500	G
Tol													
Mathows County			000/	10/	10/	00/	n o/	Λ9/		0.090	0.550	6000	G
Mathews County			90 /6	1 /0	1 /0	0 /6	0 /0	0 /6	C	0.009	0.559	0900	G
To: From:													
Mathews County	0.62	5000 G	98%	0%	1%	1%	0%	0%	С	0.089	0.588	5100	G
To: From:	57-611	Tabernacle Rd											
Mathews County	4.65	3000 G	98%	0%	1%	1%	0%	0%	F	0.084	0.567	3100	G
To	57-60	14 Antioch Rd											
Mathews County			97%	0%	1%	1%	1%	0%	С	0.096	0.562	1200	G
7-									_				
Mothous County			070/	00/	10/	10/	10/	00/		0.100	0.500	260	G
Matnews County			97%	0%	1%	170	170	0%	Г	0.102	0.533	360	G
			000/	40/	40/	40/	5 0/	00/	_	0.004	0.544	0000	_
Mecklenburg County	4.76	2700 G	93%	1%	1%	1%	5%	0%	C	0.091	0.541	2800	G
To: From:	58-722	Noblin Farm Rd											
Mecklenburg County	0.59	3100 G	93%	1%	1%	1%	5%	0%	F	0.089	0.539	3100	G
To	SCI	_ Clarksville			<u> </u>								
Town of Clarksville (Maint: 58)	0.73	3100 N	93%	1%	1%	1%	5%	0%	Ν	0.089	0.539	3100	Ν
To:	US 58	8 Virginia Ave											
From:	US 5												
Town of Clarksville (Maint: 58)	0.88	7000 G	99%	0%	0%	0%	1%	0%	С	0.088	0.515	7200	G
To	NCI	L Clarksville			\neg \vdash								
Mooklophura County	0.94	7000 N	000/	00/	00/	00/	10/	00/	N	0.000	0.515	7200	N
Meckleribulg County	0.84	7000 N	99 /6	0 /6	0 /0	0 /6	1 /0	0 /6	IN	0.000	0.515	7200	IN
To: From:					 								
Mecklenburg County	1.60	4900 G	87%	1%	1%	1%	11%	0%	F	0.093	0.561	5100	G
To: From:	SR 49 N	lear Dortch Store											
Mecklenburg County	6.83	1500 G	87%	1%	1%	1%	11%	0%	С	0.098	0.601	1600	G
To:													
From:			070/	40/		40/	440/	00/	_	0.000	0.575	4 400	_
Charlotte County	7.39	1400 F	8/%	1%	1%	1%	11%	0%	F	0.090	0.5/5	1400	F
To: From:	SR 92 1	Barnes Junction											
Charlotte County	3.24	1800 F	87%	1%	1%	1%	11%	0%	F	0.083	0.54	1800	F
Tα	US 360 N	Near Wylliesburg			<u> </u>								
Charlotte County		4600 F	80%	1%	1%	1%	16%	1%	F	0.085	0.521	4700	F
						,-		,-	•				-
Charlette County			900/	10/	10/	10/	160/	10/		0.000	0.6	4600	
Charlotte County	0.60	4500 F	80%	1%	1%	1%	10%	1%	г	0.083	0.6	4600	F
	Mathews County Top From: Mecklenburg County Top From: Town of Clarksville (Maint: 58) Top From: Mecklenburg County Top From: Town of Clarksville (Maint: 58) Top From: Mecklenburg County Top From: Mecklenburg County Top From: Town of Clarksville (Maint: 58) Top From: Mecklenburg County Top From: Mecklenburg County Top From: Mecklenburg County Top From: Charlotte County	S7-661 S7-661 S7-661 SR SR SR SR SR SR SR S	Mathews County 3.15 5300 G	Mathews County 3.15 5300 G 98%	Mathews County 3.15 5300 G 98% 1%	Mathews County 3.15 5300 G 98% 1% 1%	ST-660 Philipotts Ave	Mathews County 1.69 6700 G 98% 1% 19% 0% 0%	Mathews County 3.15 5300 G 98% 1% 1% 0% 0% 0% 0% 0% 0	String S	String S	Second S	Str. Str.

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

_							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA 4	Tire I	Bus			1Trail		QC	Factor	QK Factor	AAWDT	QV
~~~	From:	BUS US 15 South of	f Keysville											
15 \ (360 \) Kings Hwy	Charlotte County	3.36 <b>4700</b>	G 8	80%	1%	1%	1%	16%	1%	С	0.083	0.507	4800	G
<b>~ ~ ~ ~ ~ ~ ~ ~ ~ ~</b>	To:	SR 40 Keysy	rille											
15) (360) Kings Hwy	Charlotte County	2.10 <b>5200</b>		84%	1%	1%	1%	13%	0%	С	0.081	0.5	5400	F
	Toc	HC 260 DHC HC 15 No.	41 C IV:	311 -										
15 Farmville Hwy	Charlotte County	US 360, BUS US 15 Not 1.73 <b>3700</b>			1%	1%	1%	5%	0%	F	0.086	0.587	3800	F
15) Farmville Hwy	Tianotte County	Prince Edward Cor		93 /6	1 /0	1 /0	1 /0	3 /0	0 /6	'	0.000	0.367	3000	'
	From:	Charlotte Count				+								
15 Farmville Rd	Prince Edward County	4.49 <b>3500</b>	•	93%	1%	1%	1%	5%	0%	С	0.088	0.563	3600	G
13)								- , -	• / •	-		51555		
~~ E 311- D-I	From	73-633 Mt Pleas		0.40/	10/	10/	00/	40/	00/		0.000	0.000	5000	
15) Farmville Rd	Prince Edward County	7.65 <b>4800</b>	G 9	94%	1%	1%	0%	4%	0%	С	0.093	0.666	5000	G
~	To: Fron:	SR 133 Kingsvi	lle Rd											
15 Farmville Rd	Prince Edward County	2.94 <b>9900</b>	<b>G</b> 9	96%	1%	1%	0%	2%	0%	С	0.091	0.606	10000	C
<i>&gt;</i>	To:	US 460 Prince Edward H	lwy; Bus US	15										
	From:	Bus US 15 Farm	ville Rd											
15 \ \ 15 \ Ramp	Prince Edward County	0.25 <b>2500</b>	G								0.104		2500	(
$\rightarrow$	То:	US 15, US 460 Prince		_										
~~~~	From:	US 460, BUS US 15, N												
15) (460) Prince Edward Hwy	Prince Edward County	4.18 9500		88%	1%	<u>1%</u>	1%	9%	1%	С	0.111	0.632	9300	F
~ ~	To:	US 460; Sheppa												
~~~-	From:	Prince Edward	Hwy		10 101									
15) (460) Ramp	Prince Edward County	0.17		See U	JS 460	) for dire	ectional	traffic	volume e	estima	ates for th	nis segment.		
~	To:	Sheppards I												
Bus Channarda Dd	Drings Edward County	US 460 Prince Edv 0.14 <b>5600</b>		88%	10/	10/	10/	00/	10/	F	0.000	0.617	E000	_
15 (460) Sheppards Rd	Prince Edward County	0.14 3000	G	00%	1%	1%	1%	9%	1%	Г	0.088	0.617	5800	C
	To: From:	Bus US 15, Bus US 40	50, W 3rd St	t										
15 Sheppards Rd	Prince Edward County	1.77 <b>4500</b>	<b>G</b> 9	93%	1%	1%	1%	5%	0%	С	0.091	0.546	4600	C
$\checkmark$	To:	Buckingham Cour	nty Line											
<b>~</b>	From:	Prince Edward Co	_											
15)	Buckingham County	9.30 <b>4300</b>	<b>F</b> 9	92%	0%	1%	1%	5%	0%	С	0.104	0.565	4500	F
~	To	14-600 Plank	Rd											
15 James Madison Hwy	Buckingham County	5.46 <b>4000</b>		92%	0%	1%	1%	5%	0%	F	0.092	0.505	4200	F
75) • • • • • • • • • • • • • • • • • • •					0 70		. , ,	0,0	0 / 0	•	0.002	0.000	00	
~~	To: From:	US 60 Sprouses												_
15 James Madison Hwy	Buckingham County	1.45 <b>8900</b>	<b>F</b> 9	91%	1%	1%	1%	6%	0%	F	0.096	0.583	9300	F
<del>~</del>	To:	SR 20; 14-1003 I	Main St			$\neg$ $\vdash$								
15 James Madison Hwy	Buckingham County	0.39 8200		91%	1%	1%	1%	6%	0%	F	0.087	0.506	8500	F
· · · · · · · · · · · · · · · · · · ·	, , , , , , , , , , , , , , , , , , ,													
Oct 64	Town of Dillows (Maint 44)	WCL Dillwyn; 14-1010			10/	10/	10/	C0/	00/	N.I.	0.007	0.50	0500	
15) Oak St	Town of Dillwyn (Maint: 14)	0.58 <b>8200</b>	N 9	91%	1%	1%	1%	6%	0%	Ν	0.087	0.53	8500	١
~	To: From:	14-1003 E, Ma	in St											
15 Main St	Town of Dillwyn (Maint: 14)	0.52 <b>8200</b>	<b>N</b> 9	91%	1%	1%	1%	6%	0%	Ν	0.087	0.53	8500	Ν
~	To:	ECL Dillwyn; 1	4-650											

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

		Primary and int	.0.01010											
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		Tru			QC	K	QK _ Dir	AAWDT	. Q
						2Axle	3+Axle	1Trail	2Trail		Factor	Factor		
~	From:	ECL Dillwyn; 1								_				
5 James Madison Hwy	Buckingham County	6.39 <b>46</b> 0	00 F	91%	1%	1%	1%	6%	0%	F	0.087	0.506	4800	
~	To: From:	14-622 Trei	nts Mill Rd											
5 James Madison Hwy	Buckingham County	5.44 <b>34</b>	00 F	91%	1%	1%	1%	6%	0%	С	0.098	0.518	3500	
<del>~</del>	To	14-715 Circ	la Driva Pd											
James Madison Hwy	Buckingham County	3.03 <b>36</b>		91%	1%	1%	1%	6%	0%	F	0.088	0.576	3700	
5) varios madiosi i my	Ta	Fluvanna C		0170	170		1 /0	070	070	•	0.000	0.070	0,00	
	From:	Buckingham												
15 James Madison Hwy	Fluvanna County	4.54 <b>38</b>		91%	1%	1%	1%	6%	0%	F	0.095	0.574	3900	
.9	Tol	OD CW D	D1 D 1 W											
James Madison Llung	Fluvanna County	SR 6 West River 1.99 <b>46</b>		on 92%	2%	1%	1%	4%	0%	F	0.086	0.553	4700	
5) 6 James Madison Hwy	Fluvanna County	1.99 46	00 G	92%	2%	170	170	4%	0%	Г	0.066	0.553	4700	
~	To: From:	SR 6 East Riv	ver Rd; Dixie											
5 James Madison Hwy	Fluvanna County	4.31 <b>50</b>	00 G	92%	2%	1%	1%	4%	0%	F	0.128	0.579	5100	
<i></i>	To	32-649 Centr	ral Plains Rd											
5 James Madison Hwy	Fluvanna County	2.05 <b>61</b>		92%	2%	1%	1%	4%	0%	С	0.131	0.532	6200	
9),	-						.,.	.,.		_				
~	From:	SR 53 Thomas Je		_										
5 James Madison Hwy	Fluvanna County	0.46 <b>66</b> 6	00 G	90%	1%	1%	1%	8%	0%	F	0.089	0.535	6800	
~	Toc From:	32-1002 Palmyra Way	y; 32-1005 Ch	urch St										
5 James Madison Hwy	Fluvanna County	8.23 <b>77</b>	00 G	90%	1%	1%	1%	8%	0%	F	0.089	0.628	7900	
	To:	Louisa County Line; U	S 250 Three N	Notch Rd										
~		Fluvanna County Line; U	US 250 Three	Notch Rd										
5 James Madison Hwy	Louisa County	0.45 <b>150</b>	000 G	90%	1%	1%	1%	8%	0%	F	0.083	0.596	15000	
~ <u></u>	To	I-6	54											
5 James Madison Hwy	Louisa County	2.52 <b>73</b>		90%	1%	1%	1%	8%	0%	Ν	0.092	0.502	7500	
9)							.,.	-,-						
~ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	From:	54-617 S, E Gro			40/	40/	40/	00/	00/		0.000	0.500	7500	
5 James Madison Hwy	Louisa County	4.43 <b>73</b> 0	00 G	90%	1%	1%	1%	8%	0%	С	0.092	0.502	7500	
	To: From:	SR 22 Lc	ouisa Rd											
5 James Madison Hwy	Louisa County	3.61 <b>66</b> 6	00 G	89%	1%	1%	1%	8%	0%	С	0.097	0.568	6800	
~	To	US 33 South St	notewood Trai	1										
33 James Madison Hwy	From: Louisa County	0.45 <b>90</b>		89%	1%	1%	1%	8%	0%	F	0.092	0.569	9300	
5) (33) valles Madison Timy	Edulad Godiny			00 70	1 /0		1 /0	0 70	0 70	•	0.002	0.000	0000	
~ ~~	To: From:	SCL Gore												
5) (33) Martinsburg Ave	Town of Gordonsville (Maint: 68)	1.12 <b>92</b> 0		89%	1%	1%	1%	8%	0%	F	0.085	0.555	9400	
<del></del>	To:	SR 231 S, Gord		e										
James Madison Lhur	Town of Cordonavilla (Maint: 69)	US 33 Spots		000/	10/	10/	10/	E0/	00/	NI	0.007	0.500	11000	
5 James Madison Hwy	Town of Gordonsville (Maint: 68)	0.18 <b>100</b>	000 N	92%	1%	1%	1%	5%	0%	N	0.087	0.509	11000	
-	To: From:	NCL Gor												
~~	Orange County	4.51 <b>100</b>	000 G	92%	1%	1%	1%	5%	0%	F	0.087	0.509	11000	
5 James Madison Hwy	orango ooung													
5 James Madison Hwy	To	68-639 Chicket	n Mountain R	1										
James Madison Hwy	Orange County	68-639 Chicker 2.25 <b>99</b>		d 92%	1%	1%	1%	5%	0%	С	0.091	0.549	10000	

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

_							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
	From:	SCL Ora	nge											
15 James Madison Hwy	Town of Orange	1.13 <b>1300</b> 0	0 G	93%	1%	1%	1%	4%	0%	С	0.091	0.610	13000	G
	To: From:	Old Gordonsv	ille Road											
15 Caroline St	Town of Orange	0.28 <b>1500</b>	0 G	94%	1%	1%	1%	4%	0%	С	0.090	0.580	16000	G
<u> </u>	To	SR 20 S, Berr	yhill Rd											
15) 20 Caroline St	Town of Orange	0.17 <b>1300</b>		92%	1%	1%	1%	5%	0%	F	0.091	0.518	13000	G
	To:	SR 20 N; S Ma	dison Rd											
~~~	From:	SR 20 Carolir		2521						_				
15 S Madison St	Town of Orange	0.24 8800	G	95%	1%	2%	0%	3%	0%	С	0.089	0.519	9100	(
~ ~	To: From:	Main Str	eet											
15 Madison St	Town of Orange	0.61 1600	0 G	97%	0%	1%	0%	2%	0%	С	0.086	0.503	16000	(
~	To: From:	Lafayette S	Street											
15 James Madison Hwy	Town of Orange	1.10 1400	0 G	96%	0%	1%	0%	2%	0%	С	0.088	0.519	15000	(
	To	68-721 NCL	Orange											
15 James Madison Hwy	Orange County	1.32 7700		94%	0%	1%	1%	4%	0%	F	0.089	0.517	7900	(
,	To:	Madison Cou												
	From:	Orange Cour	ty Line											
15 James Madison Hwy	Madison County	0.39 7900	G	94%	0%	1%	1%	4%	0%	F	0.088	0.523	8100	(
~	To:	SR 230 Orai	nge Rd											
15 James Madison Hwy	Madison County	4.92 5900	G	94%	0%	1%	1%	4%	0%	С	0.089	0.527	6000	(
~	To:	Culpeper Cou	_											
~~	From:	Madison Cou								_				
15 James Madison Hwy	Culpeper County	5.10 5400	G	94%	0%	1%	1%	4%	0%	F	0.095	0.581	5500	(
	To: From:	23-649 Cedar M	ountain Di	r										
15 James Madison Hwy	Culpeper County	2.75 6800	G	94%	0%	1%	1%	4%	0%	F	0.092	0.569	7000	(
~	To	SR 299 Madi	ison Rd			<u> </u>								
15 James Madison Hwy	Culpeper County	0.82 6500		94%	0%	1%	1%	4%	0%	F	0.09	0.591	6700	(
	To	US 29 South Of	Culpapar											
15 (29) James Madison Hwy	Culpeper County	1.32 2500		94%	1%	1%	1%	4%	0%	F	0.085	0.624	23000	(
13) (29) od.1100 madico11 1 111)	z z			0 1 70	1 /0		1 /0	1,0	0 70	•	0.000	0.02	20000	•
- Isaaca Madisaa Illaa	From:	US 52		0.40/	10/	10/	10/	40/	00/		0.004	0.500	05000	
15) (29) James Madison Hwy	Culpeper County	3.88 2700 0 BUS US 15,BUS US 29		94%	1%	1%	1%	4%	0%	F	0.084	0.598	25000	(
	From:	BUS US 15,29 Nor												
15) (29) James Madison Hwy	Culpeper County	2.65 2700		91%	1%	1%	1%	6%	0%	F	0.082	0.615	27000	(
	Too					—								
15 (29) James Madison Hwy	Culpeper County	23-663 Alant 4.31 3100		91%	1%	1%	1%	6%	0%	F	0.084	0.643	31000	(
15) (29) James Madison Hwy					1 /0	1 /0	1 /0	0 /0	0 /6	'	0.004	0.043	31000	•
~~~	To: From:	Bus US 15, Bus US 29 S								_				
15) (29) James Madison Hwy	Culpeper County	0.24 <b>2800</b>		91%	1%	1%	1%	6%	0%	F	0.084	0.65	28000	(
~ ~	To:	Fauquier Cou	nty Line											

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

Davida	luvia di ati ava	l a sa antha	AADT (	0.4 4T::::	D		Tru	ıck		00	K	OK Dir	A A \ A \ D T	- 014
Route	Jurisdiction	Length		QA 4Tire	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
15) (29) James Madison Hwy	Fauquier County	Culpe 2.17	per County Lis 28000	ne 91%	1%	1%	1%	6%	0%	F	0.078	0.648	27000	G
$\sim$	To: From:	BUS US 15, BUS	US 29 North	of Remingto	n	_								
15) 29) James Madison Hwy	Fauquier County	0.30	30000	<b>G</b> 91%	1%	1%	1%	6%	0%	F	0.079	0.659	30000	G
15) (29) James Madison Hwy	Fauguier County	SR 4.00	28 Catlett Rd 24000	<b>G</b> 91%	1%	1%	1%	6%	0%	F	0.078	0.676	23000	G
,	To	IIS	17 Marsh Rd											
15) (17) (29) James Madison Hwy	Fauquier County	2.28		<b>A</b> 91%	1%	1%	1%	6%	0%	С	0.095	0.604	42000	Α
<del></del>	To: From:	30-684	4 Lees Ridge I	Rd										
James Madison Hwy	Fauquier County	2.43	46000	<b>G</b> 91%	1%	1%	1%	6%	0%	F	0.078	0.64	45000	G
~~~=	To: From:		,29 South of V		10/	10/	40/	00/	00/	_	0.077	0.505	22222	
[5] [17] [29] Eastern Bypass	Fauquier County	2.44		G 91%	1%	1%	1%	6%	0%	F	0.077	0.595	39000	C
15) (29) Eastern Bypass	Fauquier County	0.36	US 17 39000	N 91%	1%	1%	1%	6%	0%	N	0.077	0.595	39000	١
	To	SC	L Warrenton											
5 29 Eastern Bypass	Town of Warrenton (Maint: 30			G 91%	1%	1%	1%	6%	0%	F	0.084	0.634	46000	C
~~	From:		L Warrenton											
[5] [29] Eastern Bypass	Fauquier County	0.22	47000	N 91%	1%	1%	1%	6%	0%	N	0.084	0.634	46000	١
~ C	To: From:	BUS US 15, BUS				10/	40/	00/	00/		0.075	0.040	40000	
[5] [29] Lee Highway	Fauquier County	3.00		G 96%	0%	1%	1%	2%	0%	F	0.075	0.619	49000	(
5 (29) Lee Highway	Fauguier County	30-693 C 3.22	Old Alexandria 46000	1 Tpk 96%	0%	1%	1%	2%	0%	С	0.083	0.518	47000	A
5) (29) Lee Highway	r adduct County				0 70	170	1 70	2 70	0 70		0.000	0.510	47000	
29 Lee Highway	Fauguier County	0.13	15 Vint Hill R 51000	G 96%	0%	1%	1%	2%	0%	F	0.075	0.615	52000	(
3) (23)	To:		illiam County		7,7		.,,							
~ ~	From:	-	ier County Li		20/	10/	40/	00/	201	_	0.075	0.045	E4000	
15) (29) Lee Highway	Prince William County	0.82		G 96%	0%	1%	1%	2%	0%	F	0.075	0.615	51000	(
James Madison Hwy	Prince William County	US 2.77	29 Lee Hwy 16000	G 95%	1%	1%	1%	3%	0%	С	0.075	0.584	17000	
15) James Madison Hwy	rince william County				1 /0	1 /0	1 /0	3 /0	0 /0	C	0.073	0.304	17000	
15 James Madison Hwy	Prince William County	0.06	ohn Marshall I 31000	Н wy G 96%	1%	1%	1%	2%	0%	С	0.074	0.567	32000	(
	To:	WC	CL Haymarket											
5) James Madison Hwy	Town of Haymarket (Maint: 76		•	N 96%	1%	1%	1%	2%	0%	Ν	0.074	0.567	32000	١
~	To: From:		I-66											
James Madison Hwy	Town of Haymarket (Maint: 76	5) 0.21	31000	G 95%	1%	1%	1%	2%	0%	F	0.079	0.507	32000	(
~ lama Madia an II	To: From:		L Haymarket		10/		461	001	001	, i	0.070	2.50-	00000	
15) James Madison Hwy	Prince William County	3.68	31000 234 Sudley Rd	N 95%	1%	1%	1%	2%	0%	N	0.079	0.507	32000	١

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

		<u>-</u>				Tru	ck			K	D	ir	
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK Fac	AAW	DT Q\
	From:	SR 234 Sudley Ro	d										
15 James Madison Hwy	Prince William County	2.08 16000	A 95%	1%	1%	1%	2%	0%	С	0.103	0.6	15 170	00 A
<u> </u>	To From	76-701 Logmill R	d										
15 James Madison Hwy	Prince William County	2.17 15000	G 95%	1%	1%	1%	2%	0%	F	0.091	0.6	53 150	00 G
\sim	To:	Loudoun County Li											
Lamas Manyos Lhur	From:	Prince William County		1%	10/	10/	20/	00/	F	0.00	0.7	10 150	00 G
15 James Monroe Hwy	Loudoun County	2.58 14000	G 95%	1%	1%	1%	2%	0%	Г	0.09	0.7	10 150)0 G
~~ · · · · · · · · · · · · · · · · · ·	From	US 50 John Mosby I		40/		40/	40/	201	_	0.000		10 100	
15 James Monroe Hwy	Loudoun County	5.89 12000	G 93%	1%	1%	1%	4%	0%	С	0.090	0.5	18 120	00 G
~	To: From:	53-651 Gap Rd											
(15) James Monroe Hwy	Loudoun County	1.93 13000	G 93%	1%	1%	1%	4%	0%	F	0.086	0.5	17 130	00 G
<u> </u>	To: From:	53-704 Harmony Chur	rch Rd										
15 James Monroe Hwy	Loudoun County	1.25 14000	G 94%	1%	1%	1%	3%	0%	С	0.095	0.	32 150	00 G
<u> </u>	To	SCL Leesburg			<u> </u>								
15 King St	Town of Leesburg	1.09 16000	G 94%	1%	1%	1%	3%	0%	С	0.094	0.5	71 170	00 G
	Tα	253-4209 Evergreen M	GII DA										
15 King St	Town of Leesburg	0.22 28000	G 94%	1%	1%	1%	3%	0%	F	0.087	0.5	87 300	00 G
(13)	To:	Bus US 15; Leesburg F		. , 0		. , 0	0,0	0 / 0	•	0.007	0.0		
	From:	Bus US 15 King S											
(15) (7) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 66000	G 96%	1%	1%	1%	1%	0%	F	0.079	0.5	38 700	00 G
\bigcirc	To: From:	SR 267 Dulles Green	nway										
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	1.16 52000	G 96%	1%	1%	1%	1%	0%	С	0.079	0.5	38 550	00 G
\bigcirc	To:	SR 7 Market Street I	Fast										
15 Leesburg Bypass	Town of Leesburg	0.75 43000	G 96%	0%	1%	1%	2%	0%	F	0.076	0.5	63 440	00 G
3 /	To	253-4208 Edwards Fer	D.d										
15 Leesburg Bypass	Town of Leesburg	1.18 26000	G 96%	0%	1%	1%	2%	0%	F	0.087	0.	3 270	00 G
13) Lecobuly Bypass	Town of Eccobarg		u 0070	0 70	170	1 /0	270	0 70	•	0.007	0.	270	,,
Laceburg Dunese	From:	NCL Leesburg 0.59 24000	G 96%	0%	1%	1%	2%	0%	F	0.079	0.	20 040	00 G
Leesburg Bypass	Loudoun County	0.59 24000	G 96%	0%	1%	170	2%	0%	Г	0.079	0.	62 240)U G
~~·······	To: From:	Bus US 15 North of Le											
15 James Monroe Hwy	Loudoun County	5.56 24000	F 96%	0%	1%	1%	2%	0%	С	0.09	0.6	17 250	00 F
~	To: From:	53-662 Lucketts R	Rd										
15 James Monroe Hwy	Loudoun County	4.41 18000	G 96%	0%	1%	1%	2%	0%	F	0.088	0.6	33 190	00 G
<u>~</u>	To:	Maryland State Line, Potor	mac River										
~~	From:	US 15 FROM & TO F											
(15) Ramp	Prince Edward County	0.21 2200	G							0.097		220	0 G
<u>~</u>	Tσ	US 460 FROM RT	15										
~~	From:	US 15 ; Bus US 15 Farm											
(15) Ramp	Prince Edward County	0.25 2500	G							0.104		250	0 G
\	To:	US 460, US 15 Prince Edv	ward Hwy										

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK Pacto	AAWDT	QW
15 Ramp	From: Louisa County To	US 15 James Madis 0.31 4500 I-64 East	son Hwy G								0.081		4500	G
15 Ramp	Front: Louisa County To	US 15 James Madi: 0.31 5000 I-64 West	son Hwy G								0.132		5000	G
15 Ramp	From: Town of Haymarket (Maint: 76)	US 15 James Madi: 0.17 14000 I-66 East	son Hwy G								0.108		14000	G
15 Ramp	Prince William County	US 15 James Madia 0.21 2000 I-66 West	son Hwy G								0.114		2000	G
South (15) Ramp	Prince Edward County	1US 15-P US 460-E249A T 0.34 1400 US 460 FROM RT	G	OM RT							0.092		1400	G
South (15) Ramp	Prince Edward County	US 15 TO RT 46 0.17 1600 US 460 FROM RT	G								0.148		1600	G
(15) (15) Ramp	Prince Edward County	1US 15-P US 460-E249A 7 0.34 US 460 FROM RT		See	e US 1	5 for di	rectional	traffic v	rolume e	stima	tes for this	s segment.		
Bus (15) King St	Town of Leesburg	US 15, SR 2 0.56 25000	G	96%	3%	1%	0%	0%	0%	F	0.098	0.56	3 27000	G
Bus (15) King St	Town of Leesburg	253-4200 Catoctin 0.08 11000 Fairfax St	G	96%	3%	1%	0%	0%	0%	F	0.097	0.55	12000	G
Bus King St	Town of Leesburg	0.40 9700 253-4206 Loude	G oun St	96%	3%	1%	0%	0%	0%	F	0.093	0.51	2 10000	G
Bus King St	Town of Leesburg	0.23 9500 North St	G	96%	3%	1%	0%	0%	0%	F	0.084	0.50	3 10000	G
Bus 15 King St	Town of Leesburg	1.30 9700 NCL Leesbu	G	96%	3%	1%	0%	0%	0%	F	0.108	0.51	3 10000	G
Bus 15 James Monroe Highway	Loudoun County	0.32 7000 US 15 Leesburg 1	**	96%	3%	1%	0%	0%	0%	С	0.174	0.57	8800	G
Bus Bus Bus (17) (29) James Madison Hwy	Fauquier County	US 15, US 17, US 29 Jame 0.55 11000 SCL Warrent	Α	98%	1%	1%	0%	1%	0%	С	0.101	0.65	2 12000	Α

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

		<u> </u>					Tru	ıck			K	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
Bus Bus Bus	From:	SCL W	arrenton											
(15) (17) (29) James Madison Hwy	Town of Warrenton	0.34 11	000 N	98%	1%	1%	0%	1%	0%	Ν	0.101	0.652	12000	Ν
Bus	To: From:	US 17 Bus	; Shirley Ave											
(15) Falmouth St	Town of Warrenton	0.89 43	300 G	98%	0%	1%	0%	0%	0%	С	0.089	0.577	4600	G
Bus	To: From:	Mocking	gbird Lane											
15 Main St	Town of Warrenton	0.32 58	300 G	99%	0%	1%	0%	0%	0%	С	0.093	0.566	5900	G
Bus	To From:	Culp	eper St											
15 Main St	Town of Warrenton	0.05 6 7	700 G	98%	1%	1%	0%	0%	0%	С	0.093	0.566	6800	G
\bigcirc	To: From:	US 2	11 Bus											
Bus Bus (211) Main St	Town of Warrenton	0.01 58	300 N	99%	0%	1%	0%	0%	0%	Ν	0.093	0.566	5900	Ν
(1)	To:		dria Pike											
Bus Bus	Town of Warrenton		iin St 600 G	100%	0%	0%	0%	0%	0%	С	0.096	0.57	6800	G
(15) (211) Alexandria Pike	Town or warrenton			100%	0%	0%	0%	0%	0%	C	0.096	0.57	0000	G
Bus Bus	To: From:	Kii	ng St											
(15) (211) Alexandria St	Town of Warrenton		100 G	99%	0%	0%	0%	0%	0%	F	0.093	0.565	7300	G
Bus Bus	From:		well Rd dria Pike											
15) (211) Blackwell Rd	Town of Warrenton		300 G	99%	0%	0%	0%	0%	0%	С	0.093	0.549	7500	G
\bigcirc	To:	US 29 Bus US												
Bus Bus 15 29 Lee Highway	Town of Warrenton	US 29 Bus US 2 0.59 33	000 G	99%	0%	0%	0%	0%	0%	F	0.087	0.526	33000	G
(15) (29) Lee Highway	Town or waitemon			33 /0	0 /6	0 /0	0 /6	0 /6	0 /0	'	0.067	0.520	33000	G
Bus Bus	From:		Varrenton											
15 29 Lee Highway	Fauquier County		000 G	99%	0%	0%	0%	0%	0%	F	0.087	0.526	33000	G
~ ~	From:	US 15, US 29				_								
Bus Bus 15 (29) Remington Rd	Culpeper County	US 15, US 29 S 0.56 1 7	outh of Reming	98%	0%	1%	0%	0%	0%	С	0.097	0.509	1800	G
(15) (29) Herrington Hu	To:		County Line	30 /0	0 70		0 70	0 /0	0 70	O	0.037	0.505	1000	a
Bus Bus	From:		County Line											
15 (29) James Madison St	Fauquier County	0.24 18	300 G	98%	0%	1%	0%	0%	0%	F	0.096	0.538	1800	G
Bus Bus	T _O : From:	SCL R	emington											
(15) (29) James Madsion St	Town of Remington (Maint: 30)	0.13 1 8	300 N	98%	0%	1%	0%	0%	0%	Ν	0.096	0.538	1800	Ν
Bus Bus	To: From:	30-651	Main St											
15 29 James Madsion St	Town of Remington (Maint: 30)	0.30 23	300 G	98%	0%	1%	0%	0%	0%	F	0.093	0.649	2400	G
\bigcirc	To	NCL R	emington											
Bus 15 29 James Madsion St	Fauquier County		300 N	98%	0%	1%	0%	0%	0%	N	0.093	0.649	2400	N
(15) (29) Gaines Maddion St	To	US 15, US 29 N			0 /0		0 /0	0 /0	0 /0		3.000	0.040	2-100	

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
Bus	From:	US 15 South of C												
Orange Rd	Culpeper County	0.07 7700	G	97%	0%	1%	2%	0%	0%	С	0.095	0.51	8200	G
Bus	To: From:	SCL Culpe	oer											
15) Orange Rd	Town of Culpeper	1.32 8300	G	96%	1%	1%	2%	0%	0%	С	0.086	0.515	8800	G
Bus	To: From:	US 522 German	na Hwy			\Box \vdash								
15) (522) Germanna Highway	Town of Culpeper	0.12 5900	G	97%	1%	1%	1%	1%	0%	С	0.09	0.583	6300	C
	To:	Main Stree												
us Bus	From:	Germanna Hig		070/	40/	10/	40/	40/	00/	_	0.075	0.574	40000	,
5) (29) (522) Main St	Town of Culpeper	0.26 12000	G	97%	1%	1%	1%	1%	0%	С	0.075	0.571	12000	(
us Bus	To: From:	204-3651 Oran	ge Rd											
5) (29) (522) Main St	Town of Culpeper	0.59 18000	G	97%	1%	1%	1%	1%	0%	F	0.075	0.571	19000	(
us Bus	To: From:	US 522 Evans	Street											
5) (29) Main St	Town of Culpeper	0.20 18000	F	97%	1%	1%	0%	1%	0%	С	0.077	0.597	19000	ı
- Pur	To: From:	Begin SR 2	29											
us Bus 5 (29) (229) Main St	Town of Culpeper	0.06 18000	F	97%	1%	1%	0%	1%	0%	С	0.077	0.597	19000	ı
	To:	SR 229, Madiso												
us Bus 5 (29 (Madison Highway	Town of Culpeper	SR 229, Mai 0.22 21000	n St F	98%	0%	1%	0%	1%	0%	С	0.082	0.512	22000	
5) (29) Madison Highway	Town of Culpeper			90 /6	0 /6	1 /0	0 /6	1 /0	0 /6	C	0.002	0.512	22000	
us Bus	From:	Nottingham S	treet											
5 (29) Madison Highway	Town of Culpeper	0.91 23000	F	98%	0%	1%	0%	1%	0%	С	0.081	0.539	24000	١
us Bus	To: From:	NCL Culpe	per											
5) (29) Madison Highway	Culpeper County	2.07 11000	Α	96%	1%	1%	1%	2%	0%	С	0.094	0.624	11000	,
	To:	US 15, US 29,	23-762											
us	From:	US 15, US 4	160											
S Main St	Town of Farmville	0.52 17000	G	98%	0%	1%	0%	1%	0%	F	0.090	0.59	19000	(
<i>~</i>	To: From:	Belmont Cir	cle			<u> </u>								
_{l5} Main St	Town of Farmville	0.62 21000	G	98%	0%	1%	0%	1%	0%	С	0.089	0.580	23000	(
9)	Tor				- 7.			.,.		_		51555		
us 	From:	Milnwood												
5 Main St	Town of Farmville	0.13 16000	G	97%	1%	1%	0%	1%	0%	F	0.084	0.607	17000	(
us	To: From:	Gilliam D	r											
Main St	Town of Farmville	0.30 18000	G	97%	1%	1%	0%	1%	0%	F	0.09	0.564	20000	(
us	To: From:	Griffin Bly	ď											
Main St	Town of Farmville	0.16 13000	G	97%	1%	1%	0%	1%	0%	F	0.091	0.566	13000	(
	To	Gross St												

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

_						_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Bus Main Ch	From:	0.44	Gross St		070/	10/	10/	00/	10/	00/		0.004	0.500	11000	
Main St	Town of Farmville		10000	G	97%	1%	1%	0%	1%	0%	F	0.094	0.523	11000	G
Bus	To: From:		Putney St												
Main St	Town of Farmville	0.21	10000	G	97%	1%	1%	0%	1%	0%	С	0.083	0.58	11000	G
Bus	From:		High Street Main Street												
15 High St	Town of Farmville	0.07	4200	G	97%	1%	1%	0%	1%	0%	F	0.086	0.663	4500	G
Bus	To: From:	Ve	enable Stree	et											
15) High St	Town of Farmville	0.29	4700	G	97%	0%	1%	0%	1%	0%	F	0.088	0.566	5000	G
~	To:	(Oak Street												
Bus 15 Oak St	Town of Farmville	0.28	High St 5900	G	97%	0%	1%	0%	1%	0%	F	0.084	0.589	6300	G
19)	To:		Third St												
Bus Bus 15 (460) Third St	Town of Farmville	1.29	Oak Street 9300	G	97%	0%	1%	0%	1%	0%	С	0.092	0.531	10000	G
15) (460) 111110 01	Town of Familying				31 /0	0 70		0 70	1 /0	0 70	J	0.032	0.551	10000	u
Bus Bus	From:		strial Park								_				
15 460 Third St	Town of Farmville	0.94	6900	G	97%	0%	1%	1%	1%	0%	F	0.084	0.612	7500	G
Bus Bus	To: From:	73-695	, WCL Fan	mville											
15 (460)	Prince Edward County	1.22	6400	Α	97%	0%	1%	1%	1%	0%	С	0.109	0.543	6900	Α
-	From:		5 Sheppard												
Bus Bus 15 (360 Olds Kings Hwy	Charlotte County	2.93	5 S of Keys 1200	F F	93%	0%	1%	1%	4%	0%	С	0.098	0.56	1300	F
$\rightarrow \bigcirc$	To		L Keysville					.,0	.,0	0,0		0.000	0.00		
Bus Bus	Town of Keysville (Maint: 19)	0.73	1200	N	93%	0%	1%	1%	4%	0%	N	0.098	0.56	1300	N
15 (360)	Town of Reysville (Maint. 19)	0.73		IN	93%	0%	1 70	170	470	0%	IN	0.096	0.56	1300	IN
Bus Bus	From		S SR 40												_
15) (360) (40) McDonald Rd	Town of Keysville (Maint: 19)	0.56	5100	F	93%	0%	1%	1%	4%	0%	F	0.09	0.519	5300	F
Bus Bus	To: From:		N SR 40												
15) (360) Four Locust Hwy	Town of Keysville (Maint: 19)	0.37	3900	F	93%	0%	1%	1%	4%	0%	F	0.089	0.55	4100	F
Bus Bus	To: From:	C	L Keysville	e											
15 (360)	Charlotte County	1.34	3900	N	93%	0%	1%	1%	4%	0%	Ν	0.089	0.55	4100	Ν
	To:	US 15	N of Keys	sville											
loffereen Hung	Grayson County		arolina Sta 960	te Line	89%	0%	2%	10/	70/	09/		0.000	0.571	1000	
16) Jefferson Hwy	Grayson County	4.06 US 58	Troutdale		ō9%	υ%	2%	1%	7%	0%	С	0.099	0.571	1000	G
	From:	US 58 1	Mouth of V	Wilson					_						
16) 58 Troutdale Hwy	Grayson County	3.99	1500	G	89%	0%	2%	1%	7%	0%	F	0.097	0.552	1600	G
<u> </u>	To:	US	S 58 Volne	y											

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

		Primary and interst	ato Hot	100			Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	US 58 Highlands	Pkwy			1	017.00				. 4010.			
16 Troutdale Hwy	Grayson County	5.66 1400	G	91%	1%	3%	0%	5%	0%	С	0.115	0.519	1500	G
\smile	To	ECL Troutda	le											
16) Troutdale Hwy	Town of Troutdale (Maint: 38)	2.26 1000	G	89%	0%	2%	1%	7%	0%	F	0.086	0.518	1100	G
	To:	WCL Troutda	ale											
16) Troutdale Hwy	Grayson County	0.82 1100	G	89%	0%	2%	1%	7%	0%	F	0.086	0.518	1100	G
,	To:	Smyth County	Line											
	From:	Grayson County												
16) Sugar Grove Hwy	Smyth County	4.48 1100	G	97%	0%	1%	0%	1%	0%	F	0.095	0.546	1100	(
<u> </u>	To: From:	86-676 Quarter Bra 86-676 Quarter E												
16) Sugar Grove Hwy	Smyth County	1.38 1300	G	97%	0%	1%	0%	1%	0%	F	0.097	0.516	1300	(
10)	To To								- , -					
16 Sugar Grove Hwy	Smyth County	86-601 Flatridg 9.25 2300	G Rd	97%	0%	1%	0%	1%	0%	F	0.090	0.605	2400	(
16 Sugar Grove Hwy	omyth County			31 /6	0 70	1 70	0 70	1 /0	0 70	•	0.000	0.005	2400	•
C Commons Ct	From:	SCL Marion		070/	00/	10/	00/	10/	00/		0.000	0.550	4000	_
16) S Commerce St	Town of Marion	0.25 4500	G	97%	0%	1%	0%	1%	0%	С	0.083	0.552	4800	(
$\overline{}$	To: From:	I-81												
16) S Commerce St	Town of Marion	0.05 8000	G	97%	0%	1%	0%	1%	0%	F	0.086	0.539	8500	(
<u></u>	To: From	SR 217 State	St											
16) S Commerce St	Town of Marion	0.68 6900	G	97%	0%	1%	0%	1%	0%	F	0.085	0.555	7300	(
<u> </u>	To: From:	US 11 Main	St											
16) (11) Main St	Town of Marion	0.08 11000	G	99%	0%	0%	0%	0%	0%	F	0.082	0.549	11000	(
	To- From:	East Main S	St											
16) (11) Main St	Town of Marion	0.17 14000	G	99%	0%	0%	0%	0%	0%	F	0.082	0.549	15000	(
9 (5)	To	Chatham Hill Rd;	Loo St											
16) (11) Main St	From: Town of Marion	0.94 15000	G	99%	0%	0%	0%	0%	0%	С	0.096	0.508	16000	(
10) (11)	Tol							• , •	- , -	-				
16) Park Blvd	Town of Marion	US 11 Main 1.27 4800	G	99%	0%	0%	0%	0%	0%	С	0.092	0.6	5100	(
16) I alk blvd	Town of Manon			33 /6	0 /6	U /6	0 /6	0 /6	0 /6	O	0.032	0.0	3100	`
D-d-Db-d	Too From:	NCL Mario		000/	40/	10/	00/	00/	00/	_	0.000	0.000	4000	
16) Park Blvd	Smyth County	0.59 1500	G	98%	1%	1%	0%	0%	0%	С	0.098	0.633	1600	(
	To: From:	86-617 Mitchell Valley R												
16) Park Blvd	Smyth County	1.93 1100	G	98%	1%	1%	0%	0%	0%	F	0.103	0.513	1200	(
	To: From:	SR 348 Hungry Moth	er State F	P k										
16) Park Blvd	Smyth County	9.43 440	G	97%	0%	1%	1%	0%	0%	С	0.116	0.537	470	(
<i></i>	To	SR 42 S, Bluegras	ss Trail											
16) (42) BF Buchanan Hwy	Smyth County	0.32 490	G	97%	0%	1%	1%	0%	0%	F	0.105	0.542	520	(
	To:	SR 42 N, Old Wilde												
	From:	N SR 42 Old Wilde												
16) B F Buchanan Hwy	Smyth County	2.96 150	G	97%	0%	1%	1%	0%	0%	F	0.124	0.603	150	C
<u>~</u>	To:	Tazewell County	/ Line											

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

							Trι	ıck			K	Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QV
	From:		County Line											
16) B F Buchanan Hwy	Tazewell County	3.66	160 G	97%	0%	1%	1%	0%	0%	F	0.12	0.6	170	G
<u></u>	To: From:	92-601 Fre	estone Valley F	ld.										
16 B F Buchanan Hwy	Tazewell County	4.95	410 G	97%	0%	1%	1%	0%	0%	С	0.109	0.5	430	G
\smile	To	92-602 Pleas	ant Hill Church	Rd		\lnot \vdash								
16) B F Buchanan Hwy	Tazewell County		1200 G	97%	0%	1%	1%	0%	0%	F	0.101	0.596	1300	(
	To	02 604 Tho	mpson Valley l	24										
16) B F Buchanan Hwy	Tazewell County		2200 G	97%	0%	1%	1%	0%	0%	F	0.093	0.662	2300	(
10)	To:		Bus US 460 Ma			Ti.						****		
Bus Bus	From:		S 19 BUS											
16) {19} {460}	Tazewell County	1.11	2100 G	97%	1%	1%	0%	0%	0%	F	0.091	0.628	2200	(
<i>y</i>	To: From:	WCI	L Tazewell			\neg \vdash								
Bus Bus	Tazewell County	0.44	2300 N	97%	1%	1%	0%	0%	0%	N	0.089	0.755	2400	1
16 (19) (460)	Tazewell Gounty		SR 16	31 /6	1 /0	1 /6	U /0	0 /0	U /0	1 1	0.003	0.755	2400	'
Bus Bus	From:		L Tazewell											
16) (19) (460) Main St	Town of Tazewell	0.20	2300 G	97%	1%	1%	0%	0%	0%	С	0.089	0.755	2400	
	To	ALT SR 16	6 Fairgrounds F	'd										
Bus Bus	From:				00/		00/	00/	00/	_	0.000	0.575	0000	
16 (19) (460) Main St	Town of Tazewell	0.81	3400 G	99%	0%	0%	0%	0%	0%	F	0.089	0.575	3600	(
Bus Bus	To: From:	Ch	urch Ave											
16) (19) (460) Fincastle Trpk	Town of Tazewell	0.44	4200 G	99%	0%	0%	0%	0%	0%	F	0.086	0.526	4400	(
900	Tα		60 BUS MAIN											
	From:		us US 460, Ma							_				
Tazewell Ave	Town of Tazewell	0.83	4900 G	99%	0%	1%	0%	0%	0%	С	0.094	0.509	5100	•
	To: From:	US 1	19, US 460											
16) Tazewell Ave	Town of Tazewell (Maint: 92)		3500 G	98%	0%	1%	0%	1%	0%	С	0.097	0.565	3700	•
<i></i>	To:		Riverside Dr											
Riverside Dr	Town of Tazewell		ewell Ave 3800 G	98%	0%	1%	0%	1%	0%	F	0.088	0.509	4000	
16) Tilverside Bi	Town of Tuzewon				0 70		0 70	1 /0	0 /0	•	0.000	0.000	4000	
Diverside De	To Toe		6 Fairgrounds F		10/	10/	10/	10/	00/		0.004	0.510	4500	
Riverside Dr	Town of Tazewell	0.54	4300 G	96%	1%	1%	1%	1%	0%	С	0.094	0.513	4500	
	To: From:		_ Tazewell											
16) Stoney Ridge Rd	Tazewell County	2.67	3500 G	96%	1%	1%	1%	1%	0%	F	0.089	0.512	3700	
<u></u>	To: From:	92-636	Dry Fork Rd											
16 Stoney Ridge Rd	Tazewell County	2.62	2600 G	96%	0%	1%	1%	2%	0%	С	0.095	0.556	2700	(
<u> </u>		92-644	Horsepen Rd			<u> </u>								
16) Stoney Ridge Rd	Tazewell County		1800 G	96%	1%	1%	1%	1%	0%	F	0.089	0.551	1900	(
	Τσ		ginia State Line											
	From:		Commerce St								,			
16) Ramp to I-81 N at Exit 45	Town of Marion (Maint: 86)		1000 G								0.098		1000	(
10)	To		I-81 N											•

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

								Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	. QI
	From:	Ramps SR 1			32B										
16) Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.13	2200	G								0.123		2200	C
<u> </u>	То:		I-81 S												
<u>LT</u>	From:	US	19 Bus Mair	n St											
₁₆) Fairgrounds Rd	Town of Tazewell	0.73	2500	G	97%	0%	2%	0%	0%	0%	С	0.091	0.504	2600	(
<u> </u>	To:		ewell; US 19	-	0										
LT	From:		CL Tazewe								_				
16) Fairgrounds Rd	Town of Tazewell	0.15	2800	G	97%	0%	2%	0%	0%	0%	F	0.091	0.504	3000	(
	To: From:	U	S 19 Tazewe	ell			\Box \vdash								
<u>LT</u> 16) Fairgrounds Rd	Town of Tazewell	0.45	2800	G	96%	0%	1%	2%	1%	0%	С	0.087	0.531	3000	(
Fairgrounds Rd	Town of Tazeweii				30 /6	0 70	1 /0	270	1 /0	0 70	O	0.007	0.551	3000	`
LT	To: From:	S	CL Tazewel	11											
Fairgrounds Rd	Town of Tazewell	0.28	3200	G	96%	0%	1%	2%	1%	0%	F	0.087	0.531	3300	(
	То:	SR	16 Riverside	e Dr											
	From:		Carolina Sta												
George Washington Hwy	City of Chesapeake	3.58	12000	A	93%	0%	1%	1%	5%	0%	С	0.098	0.667	13000	
2) decige Washington IIII)	ony or onocupound				0070	070	. 70	1 /0	070	070	Ū	0.000	0.007	10000	
~	To: From:		796 Ballaha												
George Washington Hwy	City of Chesapeake	6.71	13000	G	93%	0%	1%	1%	5%	0%	F	0.093	0.723	13000	(
<u> </u>	To: From:	Bus US 17 C	George Wash	hington l	Hwy										
7 Dominion Blvd	City of Chesapeake	3.86	12000	G	95%	0%	1%	1%	3%	0%	F	0.079	0.606	12000	(
~	To	CD	165 Cedar	D.A											
Dominion Blvd	City of Chesapeake	0.94	25000	G	95%	0%	1%	1%	3%	0%	С	0.085	0.581	27000	(
) Bollinion Biva	Only of Onosupeano				0070	070	1 70	1 /0	0 /0	0 /0	J	0.000	0.001	27000	•
~	From		6 Bainbridge							221	_				
7) Dominion Blvd	City of Chesapeake	1.60	28000	G	95%	0%	1%	1%	3%	0%	F	0.066	0.696	30000	(
<u> </u>	To: From:	SR 190	Great Bridg	ge Blvd											
Dominion Blvd	City of Chesapeake	0.28	41000	G	95%	0%	1%	1%	3%	0%	F	0.074	0.655	43000	(
~	To:	SR 168 C	Oak Grove C	Connecto	r										
~ ~~	From:		S 17 (Ramp)											
17 \	City of Chesapeake (Maint: 6				Se	e US 17	7 for dire	ectional	traffic v	olume e	stima	tes for thi	s segment.		
<i></i>	To:	I	-464 (Ramp))											
Domn.	City of Virginia Beach (Maint:	64) 0.20	I-64			20 1 464	for dire	ational t	roffic v	م مسم	a+i.m.a+	oo for this			
7 464 Ramp		IS-00064-E(B)/IS-004	464 NOO1D	(L)/EDO			lor dire	clional i	railic vo	June es	sumai	es for this	s segment.		
	From:	13-00004-E(B)/13-004	I-464	(L)/FKU	WI K 1 40	+ IN									
7 (64)	City of Chesapeake (Maint: 6	64) 4.31	1.0.		S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	segment.		
Comb	pined Traffic Estimates for 2 Parallel Roadway	,	89000	F	93%	0%	1%	1%	5%	0%		0.084	J	91000	
Come	To:	ys on this rioute.	I-64	•	30 /0	0 70		1 /0	3 /0	0 70		0.004	1 0.500	31000	
	From:	IS-00064-E(B)/IS-000		R)/TO F	RT 17 NO	RT									
7) (64) Ramp	City of Chesapeake (Maint: 6						for direc	ctional tr	affic vo	lume es	timate	es for this	segment.		
		3US-00017-P(U)/IS-0	0064-E296A	A(R)/FR					_				Ü		
	From:		I-64												
17 George Washington Hwy	City of Chesapeake	0.90	25000	G	97%	0%	1%	1%	1%	0%	F	0.073	0.561	26000	(
~	To:	US 13: U	JS 460 Milit	ary Hwy	7										

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

			_		Fruck			K	Dir Dir		
Route	Jurisdiction	Length AADT QA 4Tir	e Bus	2Axle 3+Ax	le 1Trai	2Trail	QC	Factor	QK Factor	AAWDT	(
Occurs Westington Live	From:	US 13; US 460 Military Hwy	/ 00/	10/ 10/	10/	00/	_	0.00	0.007	15000	
George Washington Hwy	City of Chesapeake	1.00 15000 G 979	6 0%	1% 1% 	1%	0%	С	0.08	0.607	15000	
~ O	To: From:	SR 196 Canal Rd	/ 00/	40/ 40/	40/	00/		0.000	0.000	00000	
George Washington Hwy	City of Chesapeake	0.63 29000 G 979	6 0%	1% 1%	1%	0%	F	0.086	0.639	30000	
-	From:	SCL Portsmouth NCL Chesapeake									
7 George Washington Hwy	City of Portsmouth	0.15 23000 G 97%	6 0%	1% 1%	1%	0%	F	0.092	0.655	25000	
·)	То	SR 239 Victory Blvd									
George Washington Hwy	City of Portsmouth	0.42 20000 G 97%	6 0%	1% 1%	1%	0%	F	0.083	0.592	21000	
	To										
George Washington Hwy	City of Portsmouth	Derby Rd 0.52 23000 G 979	6 0%	1% 1%	1%	0%	F	0.082	0.598	24000	
) accingo riacimington rini,	Toldania and the state of the s				. , ,	0,0	•	0.002	0.000		
7 George Washington Hwy	City of Portsmouth	124-8540 Greenwood Dr 0.31 25000 G 97%	6 0%	1% 1%	1%	0%	F	0.082	0.630	26000	
George Washington Hwy	To:	SR 141, Frederick Blvd	0 70	1/6 1/6	1 /0	0 /6	•	0.002	0.030	20000	
	From:	SR 141 George Washington Hwy									
7 Frederick Blvd	City of Portsmouth	0.70 13000 G 979	6 0%	1% 1%	1%	0%	F	0.087	0.608	13000	
~	Tot	SR 337 Portsmouth Blvd									
7 Frederick Blvd	City of Portsmouth	0.09 15000 G 97%	6 0%	1% 1%	1%	0%	F	0.108	0.616	16000	
<i>ن</i>	To	124-8547 Deep Creek Blvd									
Frederick Blvd	City of Portsmouth	0.53 21000 G 97%	6 0%	 1% 1%	1%	0%	F	0.095	0.639	22000	
<i>y</i>	Tol				. , ,	0,0	•	0.000	0.000		
Frederick Blvd	City of Portsmouth	I-264 0.35 37000 G 999	6 0%	1% 0%	0%	0%	F	0.078	0.51	38000	
7) Trederick Biva	only of Fortsmouth		0 070	170 070 ——	0 70	0 70	•	0.070	0.51	30000	
- Fraderick Blad	City of Dortomouth	ALT SR 337 Turnpike Rd	/ 00/	19/ 09/	00/	00/	F	0.000	0.500	20000	
7 Frederick Blvd	City of Portsmouth	0.51 27000 G 999	6 0%	1% 0% 	0%	0%	г	0.082	0.508	28000	
~	To From:	US 58 Airline Blvd					_				
7) Frederick Blvd	City of Portsmouth	0.16 16000 G 999	6 0%	1% 0%	0%	0%	F	0.078	0.576	17000	
•	From:	124-8758 High St 124-8758, Frederick Blvd									
17 High St	City of Portsmouth	0.29 24000 G 99%	6 0%	1% 0%	0%	0%	F	0.078	0.64	25000	
	To	Rodman Ave									
17 High St	City of Portsmouth	2.13 25000 G 99%	6 0%	1% 0%	0%	0%	F	0.086	0.585	27000	
)g., G.	Toldan.				0,0	0,0	•	0.000	0.000		
High St	City of Portsmouth	124-8525 Cedar Lane 0.93 23000 G 999	6 0%	1% 0%	0%	0%	F	0.084	0.547	24000	
Y riight ot	City of Fortsmouth		0 070		0 70	0 70	•	0.004	0.547	24000	
	City of Devices and b	124-8528 Churchland Blvd	/ 00/	10/ 00/	00/	00/	F	0.000	0.550	10000	
High St	City of Portsmouth	0.21 17000 G 999	6 0%	1% 0%	0%	0%	г	0.088	0.553	18000	
~	To: From:	124-8532 Tyre Neck Rd									
Western Branch Blvd	City of Portsmouth	0.22 19000 G 999	6 0%	1% 0%	0%	0%	F	0.084	0.523	20000	
~	To: From:	ECL Chesapeake WCL Portsmouth									
Western Branch Blvd	City of Chesapeake	0.69 17000 G 99%	6 0%	1% 0%	0%	0%	F	0.086	0.517	18000	
17) 110010111 211011 2110	To:	131-8524 Churchland Blvd	0 70		0 70	0 /0	•	5.555	0.017	.0000	

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

_					_		Tru	ck			K	Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
~	From:	131-8524 Churc		202/	00/	101	00/	00/	00/	_	0.000	0.505	0.4000	
7	City of Chesapeake	0.56 2200		99%	0%	1%	0%	0%	0%	С	0.099	0.535	24000	F
~	From:	ECL Suft WCL Chesa												
Bridge Rd	City of Suffolk	0.66 2100	•	99%	0%	1%	0%	0%	0%	F	0.088	0.539	22000	(
17) 2.1090 1.10				0070	0,70		0,0	0,70	0 / 0	•	0.000	0.000		
North Dd	From	I-664; SR 164 Wes		070/	00/		40/	40/	00/	_	0.000	0.507	00000	
Bridge Rd	City of Suffolk	1.81 3500	0 G	97%	0%	0%	1%	1%	0%	F	0.093	0.597	38000	(
~	To: From:	133-626 Knots Neck Roa												
Bridge Rd	City of Suffolk	1.54 2700	0 G	97%	0%	0%	1%	1%	0%	F	0.093	0.577	29000	
~	To: From:	133-627 Bennetts	Pasture Rd											
17) Bridge Rd	City of Suffolk	2.47 1900		97%	0%	0%	1%	1%	0%	F	0.093	0.536	20000	(
<i>9</i> °	To													
Deidas Dd	City of Cuffolls	133-628 Critte 1.17 1500		079/	0%	0%	10/	1%	0%	F	0.103	0.544	10000	(
Bridge Rd	City of Suffolk			97%	070	0%	1%	1 70	0%	Г	0.103	0.544	16000	
<u> </u>	From:	Isle of Wight Co NCL Suf												
Carrolton Blvd	Isle of Wight County	2.43 1500		97%	0%	0%	1%	1%	0%	F	0.103	0.544	16000	
(1)														
O complete Division	From	US 258; SR 32		070/	00/		40/	40/	00/	_	0.445	0.050	04000	
7 (258) (32) Carrolton Blvd	Isle of Wight County	2.17 2900	0 A	97%	0%	0%	1%	1%	0%	С	0.115	0.658	31000	,
	To: From:	FR-807 Entrance F												
17 \ (258 \ (32)	Isle of Wight County	4.64 2800	0 G	97%	0%	0%	1%	1%	0%	F	0.11	0.754	30000	(
~~~~ <u>~</u>	To:	SCL Newpor												
~~~	From:	Isle of Wight Co		070/	00/	20/	40/	40/	00/	_	0.11	0.754	00000	
(258) (32) Mercury Blvd	City of Newport News	0.22 2800	0 G	97%	0%	0%	1%	1%	0%	F	0.11	0.754	30000	(
~ ~ ~	To: From:	US 60 Warwi												
17) (258) (32) Mercury Blvd	City of Newport News	0.56 3700	0 G	97%	0%	0%	1%	1%	0%	F	0.099	0.6	39000	(
~~~~ <u>~</u>	To:	US 258, SR 143 J												
~	From:	US 258 Merc								_				
17) (143) Jefferson Ave	City of Newport News	1.31 <b>4000</b>	0 G	97%	0%	0%	1%	1%	0%	F	0.091	0.592	42000	(
~	To: From:	SR 152 Ma	ain St											
17 (143) Jefferson Ave	City of Newport News	1.69 <b>3900</b>	0 G	97%	1%	1%	1%	1%	0%	С	0.087	0.582	41000	(
$\mathcal{I}$	To:	SR 306 Harper	sville Rd			<u> </u>								
17 (143) Jefferson Ave	City of Newport News	1.12 <b>4800</b>		97%	0%	0%	1%	1%	0%	F	0.083	0.537	51000	(
17) (143) 66116166117116	To:	SR 312 J Clyde I		07.70	0 / 0	70	1 70	1 /0	070	•	0.000	0.007	01000	
	From:	SR 143 Jeffer												
7 J Clyde Morris Blvd	City of Newport News	1.28 3800	0 G	97%	0%	0%	1%	1%	0%	F	0.081	0.502	40000	(
<i>√</i>	To	I-64												
J Clyde Morris Blvd	City of Newport News	0.80 3800	0 G	98%	0%	1%	0%	1%	0%	F	0.082	0.589	41000	(
17) o olyge Monis Blvg	only of Newport News			JU /0	0 /0	1 /0	0 /0	1 /0	0 /0	'	0.002	0.503	71000	,
~	To: From:	121-7034 Harpe												
J Clyde Morris Blvd	City of Newport News	0.25 <b>3500</b>		98%	0%	1%	0%	1%	0%	F	0.086	0.586	38000	(
~	Tα·	NCL Newpo	rt News											

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

						_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
~ Occurs Westington Many Harry	From:		Newport No		000/	00/	10/	00/	40/	00/	_	0.070	0.577	0.4000	_
George Washington Mem Hwy	York County	1.20	32000	G	98%	0%	1%	0%	1%	0%	F	0.079	0.577	34000	G
Coorgo Washington Mam Llun	York County		171 Victory E		000/	00/	10/	00/	10/	00/	F	0.001	0.500	27000	
George Washington Mem Hwy	York County	0.93	35000	G	98%	0%	1%	0%	1%	0%	Г	0.081	0.580	37000	G
Coorgo Washington Mam Llun	York County	SR 1: 2.08	34 Hampton 1	_	98%	0%	10/	0%	1%	00/	F	0.089	0.523	54000	(
George Washington Mem Hwy	York County		50000	G	96%	0%	1%	0%	170	0%	Г	0.089	0.523	54000	
~ On a way Washington Mars Harr	From:		Dare Rd; Gra		000/	00/	10/	00/	40/	00/		0.007	0.500	07000	
George Washington Mem Hwy	York County	1.07	34000	G	98%	0%	1%	0%	1%	0%	F	0.087	0.569	37000	(
~	To: From:		73 Denbigh I				_								
George Washington Mem Hwy	York County	1.39	33000	G	98%	0%	1%	0%	1%	0%	F	0.087	0.569	36000	(
	To: From:	SR 10	5 Fort Eustis	s Blvd											
7 George Washington Mem Hwy	York County	0.59	32000	G	98%	0%	1%	0%	1%	0%	F	0.088	0.632	35000	(
ر_	To: From:	99	-704 Cook R	Rd			$\Box$ $\vdash$								
George Washington Mem Hwy	York County	2.38	32000	G	98%	0%	1%	0%	1%	0%	F	0.087	0.644	35000	(
ــــــــــــــــــــــــــــــــــــــ	To	SR	238 Goosley	Rd			$\neg$ $\vdash$								
George Washington Mem Hwy	York County	0.28	25000	G	98%	0%	1%	0%	1%	0%	F	0.093	0.681	27000	
	To:	SR 900	003 Colonial	Pkww			—								
George Washington Mem Hwy	York County	0.69	31000	G	98%	0%	1%	0%	1%	0%	F	0.098	0.649	33000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To														
7 George Washington Mem Hwy	York County	0.09	1001 Mathew 32000	F	98%	0%	1%	0%	1%	0%	F	0.096	0.705	34000	
7) Goodgo Washington Moni Tiny	To:		ester County		0070	0 70		0 / 0	1 /0	0,0	·	0.000	0.700	01000	
^	From:	Yo	rk County Li	ine											
George Washington Mem Hwy	Gloucester County	1.47	32000	F	98%	0%	1%	0%	1%	0%	F	0.096	0.705	34000	
	To: From:	36-	1208 Roper l	Rd			ightharpoons								
George Washington Mem Hwy	Gloucester County	1.49	32000	В	98%	0%	1%	0%	1%	0%	С	0.101	0.695	34000	
ر	To	SR	216 Guinea	Rd			$\neg$ $\vdash$								
7 George Washington Mem Hwy	Gloucester County	2.92	37000	F	98%	0%	1%	0%	1%	0%	F	0.094	0.637	38000	
	To	36-636 Br	ays Point Rd,	Ordina	rv										
George Washington Mem Hwy	Gloucester County	3.12	34000	F	98%	0%	1%	0%	1%	0%	F	0.095	0.627	36000	
	Too	26.67	28 TC Walke	vr Dd											
George Washington Mem Hwy	Gloucester County	3.01	31000	F	98%	0%	1%	0%	1%	0%	F	0.091	0.588	32000	
y soonge rraenmigten mem run,	To To					0,0		0,0	. , 0	0,0	•	0.00	0.000	02000	
7 George Washington Mem Hwy	Gloucester County	Bus US 17 Mair 1.68	20000	f Glouce <b>F</b>	98%	0%	1%	0%	1%	0%	F	0.092	0.592	21000	
George Washington Mem Hwy	Cioucester County			•		0 /6	1 /0	U /0	1 /0	0 /6	•	0.032	0.532	21000	
Coorgo Washington Mars House	Clause at an O a contract	Bus US 17 Mair				00/	10/	00/	10/	00/	F	0.00	0.505	10000	
7) (14) George Washington Mem Hwy	Gloucester County	2.45	16000	F	98%	0%	1%	0%	1%	0%	۲	0.09	0.595	16000	
~	To: From:		6-606 Ark Ro				<u> </u>								
7) (14) George Washington Mem Hwy	Gloucester County	1.65	13000	F	98%	0%	1%	0%	1%	0%	F	0.087	0.583	14000	ı
~ ~	To:	36	-615 Willis R	Rd											

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

						-Truck			K	Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus	2Axle 3+A	xle 1Trai	l 2Trail	QC	Factor	QK Factor	AAWDT	Q۷
Common Washington Mars Harry	From:	36-615 Willis Rd	<b>-</b> 000/	00/	10/ 0/		00/	_	0.000	0.575	10000	
(17) (14) George Washington Mem Hwy	Gloucester County		F 98%	0%	1% 0°	% 1%	0%	F	0.086	0.575	13000	F
~~~	To: From:	SR 14 Adner Rd	- 000/	20/	10/ 0/	., 10,	201		0.000	0.500	0700	_
17 George Washington Mem Hwy	Gloucester County	4.77 6400	F 98%	0%	1% 0°	% 1%	0%	F	0.082	0.502	6700	F
	To: From:	SR 33, SR 198 Glenns		221								
17) (33) George Washington Mem Hwy	Gloucester County		F 98%	0%	1% 09	% 1%	0%	F	0.082	0.579	13000	F
~ ~	From:	Middlesex County Li Gloucester County Li										
17 (33) Tidewater Trail	Middlesex County		F 98%	0%	1% 09	% 1%	0%	F	0.090	0.545	13000	ı
<u> </u>	To Bus	US 17, SR 33 Gloucester Rd,	South of Salue	······································								
17 Tidewater Trail	Middlesex County		F 98%	0%	1% 09	% 1%	0%	F	0.08	0.533	6300	ı
:-)	To	Bus US 17 School S	+									
17 Tidewater Trail	From: L		F 98%	0%	1% 0°	% 1%	0%	F	0.087	0.521	7600	
	To											
17 Tidewater Trail	Middlesex County	59-603 Warner Road; Farley 2.38 5100	F 98%	0%	1% 0	% 1%	0%	F	0.085	0.523	5300	
17) Hoowater Hall	Wilderesex County			0 70		70 170	070	•	0.000	0.020	0000	
Tidowator Troil	Middle av County	59-602 Old Virginia St		00/	10/ 00	/ 10/	00/	F	0.007	0.514	E 400	
17 Tidewater Trail	Middlesex County	7.46 5200 Essex County Line		0%	1% 0°	% 1%	0%	Г	0.087	0.514	5400	
	From:	Middlesex County Li										
17 Tidewater Trail	Essex County	4.67 5300	G 98%	0%	1% 09	% 1%	0%	F	0.081	0.550	5600	(
~	To	28-684 Center Cross	s									
17 Tidewater Trail	Essex County		G 98%	0%	1% 09	% 1%	0%	F	0.08	0.581	5900	(
$\overline{\mathcal{C}}$	To	28-609 Essex Mill R	d									
17 Tidewater Trail	Essex County		G 98%	0%	1% 0	% 1%	0%	F	0.082	0.594	8400	(
	To	US 360 Brays Fork										
17 (360 Tappahannock Blvd	Essex County	•	G 94%	0%	1% 1	% 4%	0%	F	0.079	0.509	19000	(
17) (360) rappariamiosis Esta	z-			070			070	•	0.070	0.000	10000	
	Town of Tappahannock (Maint: 28)	SCL Tappahannock 2.24 21000	N 94%	0%	1% 19	% 4%	0%	N	0.079	0.509	19000	-
17] (360)	Town of Tappanarinock (Maint. 28)			0 /6	1/0 1	/o 4/o	0 /6	IN	0.079	0.309	19000	
	Town of Towns laws and (Maint OO)	US 360 Tappahannoo		00/	10/ 1/	/ 40/	00/		0.140	0.755	0000	
17)	Town of Tappahannock (Maint: 28)	0.62 7200	A 94%	0%	1% 1°	% 4%	0%	С	0.148	0.755	6300	1
~	To: From:	NCL Tappahannock		221								
17)	Essex County	2.53 7200	N 94%	0%	1% 19	% 4%	0%	N	0.148	0.755	6300	ı
~	To: From:	28-703 Gwynnfield F										
17 Tidewater Trail	Essex County	3.71 6200	G 94%	0%	1% 19	% 4%	0%	F	0.089	0.531	5500	(
~	To: From:	28-624 Caret										
17 Tidewater Trail	Essex County	9.35 4900	G 94%	0%	1% 19	% 4%	0%	F	0.092	0.6	4300	(
~	To re-	28-635 Rose Mount I	Rd									
17 Tidewater Trail	Essex County		G 94%	0%	1% 19	% 4%	0%	F	0.079	0.703	4700	(
\rightarrow	Tor	Caroline County Lin	e									

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

									Trı	ıck			K		Dir		
	Jurisdiction	n	Length	AADT	QA	4Tire	Bus					QC		QK _		AAWDT	QW
	From:		Fee	ev County I	ine			ZAXIE	3+Axie	TITAII	ZIIali		i actor		acioi		
	Caroline Cou	ıntv				94%	0%	1%	1%	4%	0%	F	0.078	(0.616	5400	G
	F	anty				0 1 70	0 70	- 70	1 /0	170	0,0	•	0.070	`	0.010	0.00	ŭ
	From:				•	050/	40/	10/	40/	00/	00/	_	0.404		0.545	4000	
	Caroline Cou	unty	9.66	5200	G	95%	1%	1%	1%	3%	0%	C	0.101	(0.545	4600	G
	To: From:		16-610	Pepmeier I	Hill Rd												
	Caroline Cou	unty		5600	G	94%	0%	1%	1%	4%	0%	F	0.094	(0.531	5000	G
	To:				_												
	Spotovlyopia C	`ounty				0.49/	00/	10/	10/	40/	00/	_	0.003	(0.546	E600	G
	Spoisylvania C	Journey	1.69	6300	G	94%	0%	170	170	4%	0%	Г	0.093	,	0.546	5600	G
	To: From:			2; Bus US													
	Spotsylvania C	County	1.23	6800	G	94%	0%	1%	1%	4%	0%	F	0.095	(0.548	6100	G
	To:	88-60	9 Jim Mor	ris Rd: Thoi	rnton Ro	lling Rd											
	Spotsylvania C		3.17	15000	G	95%	0%	1%	2%	2%	0%	С	0.103	(0.582	13000	G
	Tor	•	00.771.4	G D (00 1025												
	Spotevlyania C	`ounty				0.4%	Nº/-	1%	10/_	10/-	0%	F	U U83	(0 506	21000	G
	To:	Journey				34 /6	0 /6	1 /0	1 /0	4 /0	0 /6	•	0.000	•	0.500	21000	u
	From:																
	Spotsylvania C	County				94%	0%	1%	1%	4%	0%	F	0.084		0.87	15000	G
	To:							Ť									-
	From:		US 1'	7 Poor Hous	se Rd												
wy	Spotsylvania C	County	1.18	54000	G	98%	0%	1%	0%	0%	0%	F	0.083	(0.578	58000	G
	To:			I-95 N													
	From:																_
/ to I-95 N at Exit 126	Spotsylvania C	County	0.12		G								0.09			19000	G
	From:		IIC 1 Io		ric Unry			-									
	L Spotsylvania C	County		merson Dav	vis riwy	S	ا مو	for direc	rtional tr	affic vo	duma as	timata	ae for this	e coame	ant		
Combined Traffic Estim	' '	•		110000	٨									_		111000	Α
Combined Trainic Estim	iales ioi 2 i arailei i	Tioadways on this				07 /6	1 /0	1 /0	0 /6	11/0	0 /6	•	0.002	Α (0.555	111000	^
	From:	(1.1.1		Fredericks	burg												
	•	• ,												•			
Combined Traffic Estim	ates for 2 Parallel I	Roadways on this	s Route:	119000	Α	87%	1%	1%	0%	11%	0%	F	0.082	Α (0.535	111000	Α
	To:			SR 3				\neg \vdash									
Cit	y of Fredericksburg	g (Maint: 88)	2.29			S	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	segme	ent.		
Combined Traffic Estim	ates for 2 Parallel I	Roadways on this	Route:	146000	Α	87%	1%	1%	0%	11%	0%	F	0.074	Α (0.520	140000	Α
	To:				Line												
	From:			Fredericks	burg				_		_		_	_	_		
		•	0.74			S	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	s segme	ent.		
Combined Traffic Estim	ates for 2 Parallel	Roadways on this	Route:	146000	Α	87%	1%	1%	0%	11%	0%	F	0.074	Α (0.520	140000	Α
	To:																
	From: Stafford Cou		0.45	95 NB, US	17								es for this				
	Cit Combined Traffic Estim Cit Combined Traffic Estim	Caroline Col Caroline Col Caroline Col Caroline Col Caroline Col To Caroline Col To Spotsylvania C Spotsylvania C Spotsylvania C Spotsylvania C Spotsylvania C Spotsylvania C To From Spotsylvania C To From Spotsylvania C To From Spotsylvania C To From Combined Traffic Estimates for 2 Parallel City of Fredericksbur Combined Traffic Estimates for 2 Parallel City of Fredericksbur Combined Traffic Estimates for 2 Parallel City of Fredericksbur Combined Traffic Estimates for 2 Parallel City of Fredericksbur Combined Traffic Estimates for 2 Parallel To From City of Fredericksbur Combined Traffic Estimates for 2 Parallel To From City of Fredericksbur Combined Traffic Estimates for 2 Parallel To From Stafford Col Stafford Col	Spotsylvania County Spotsylvania County Too	Caroline County 5.89	Caroline County S.89 6100	Caroline County 5.89 6100 G	Caroline County 5.89 6100 G 94%	Caroline County 5.89 6100 G 94% 0%	Durisdiction Length AADT QA 4Tire Bus 2Axle	Durisdiction Length AADT QA 4Tire Bus 2Axle 34-Axle Bus Essex County Line US 301 Port Royal US 301 Por	Section Combined Traffic Estimates for 2 Parallel Roadways on this Route: 146000 A 87% 1% 1% 1% 1% 1% 1% 1%	Caroline County	Section Caroline County Section Sectio	Secretary Secr	See		Second County Second S

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

		Timary and interst					Tri	uck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus			1Trail		QC	Factor	K Factor	AAWDT	QW
	From:	Exit 133 A Ramp To E	Bus US 17	S										
(17) (95) Collector Rd	Stafford County	0.30		S	ee I-95 f	or direc	ctional t	raffic vo	lume es	timate	es for this s	egment.		
	To	Ramp From US	17 S			\neg \vdash								
17 (95) Collector Rd	Stafford County	0.20		S	ee I-95 f	or direc	ctional t	raffic vo	lume es	timate	es for this s	egment.		
	To:	Exit 133 B Ramp To	US 17 N											
~ ~	From:	I-95 Exit 133 N Col	llector Rd											
17) (95) Ramp, I-95 N to US 17 N	Stafford County	0.16		S	ee I-95 f	or direc	ctional t	raffic vo	lume es	timate	es for this s	egment.		
$\stackrel{>}{\smile}$	To:	Bus US 17												
Warranton Bd	Ctofford County	I-95, BUS US		0.40/	1%	10/	10/	100/	10/	_	0.005	0.504	20000	_
(17) Warrenton Rd	Stafford County	3.54 39000	G	84%	1%	1%	1%	13%	1%	F	0.085	0.564	36000	G
	To: From:	89-655 Holly Cor	rner Rd			ĺ								
17 Warrenton Rd	Stafford County	2.36 24000	F	84%	1%	1%	1%	13%	1%	F	0.078	0.558	22000	F
<i>→</i>	To	89-705 Hartw	nod											
17 Warrenton Rd	Stafford County	4.24 19000	F	84%	1%	1%	1%	13%	1%	F	0.078	0.557	18000	F
17)	To:	Fauguier County		0.70	. , ,		. , 0	.0,0	. , 0	•	0.07.0	0.00.	.0000	•
	From:	Stafford County												
17 Marsh Rd	Fauquier County	1.89 20000	G	84%	1%	1%	1%	13%	1%	F	0.075	0.531	19000	G
	To:	30-615 Goldvei	in Rd											
~~~	From:	30-615 Goldv	ein											
17 Marsh Rd	Fauquier County	4.28 <b>16000</b>	Α	84%	1%	1%	1%	13%	1%	С	0.114	0.575	15000	Α
<u> </u>	To	30-634 Morris	ville.											
17 Marsh Rd	Fauquier County	7.51 <b>22000</b>	G	84%	1%	1%	1%	13%	1%	F	0.075	0.504	20000	G
17)							.,.		.,-	-				-
Marrie Bri	From:	SR 28 Catlett		000/	00/		40/	00/	00/	_	0.4	٥٠٠	40000	_
17) Marsh Rd	Fauquier County	3.24 <b>19000</b>	G	88%	0%	1%	1%	9%	0%	С	0.1	0.555	19000	G
~	To: From:	US 15, US 29	Opal											
17 (15) (29) James Madison Hwy	Fauquier County	2.28 <b>43000</b>	Α	91%	1%	1%	1%	6%	0%	С	0.095	0.604	42000	Α
$\mathcal{I}$	To	30-684 Lees Rid	lge Dd											
17 (15) (29) James Madison Hwy	From:From:	2.43 <b>46000</b>	G	91%	1%	1%	1%	6%	0%	F	0.078	0.64	45000	G
17) (15) (29) James Madison Hwy	r adquier county				1 /0		1 /0	070	0 70	•	0.070	0.04	40000	G
~~~-	To: From:	BUS US 15,17,29 South												
17) (15) (29) Eastern Bypass	Fauquier County	2.44 39000	G	91%	1%	1%	1%	6%	0%	F	0.077	0.595	39000	G
$\Rightarrow \Rightarrow \Rightarrow$	To: From:	US 15, US 29 North o	f Warrente	on		<u> </u>								
17)	Fauquier County	0.38 12000	N	87%	1%	1%	1%	10%	1%	Ν	0.073	0.517	12000	Ν
	Tor	CCI W												
77)	Town of Warrenton (Maint: 30)	SCL Warrent 1.52 12000	G	87%	1%	1%	1%	10%	1%	F	0.073	0.517	12000	G
17)	Town of Warrenton (Maint. 30)	1.52 12000	G	07 76	1 70	1 70	1 70	10%	1 70	Г	0.073	0.517	12000	G
	To: From:	NCL Warren				⊒⊢								
17)	Fauquier County	0.32 14000	G	87%	1%	1%	1%	10%	1%	F	0.073	0.517	14000	G
~	To	Bus US 17												
~~	From	Urban Boundary; FR-10			10/		40/	1001	40/	_	0.070	0.54	00000	_
17 James Madison Hwy	Fauquier County	1.59 22000	G	87%	1%	1%	1%	10%	1%	F	0.078	0.511	22000	G
~	To	30-628 Blantyr	e Rd											

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

Route	Jurisdictio	on Lengt	h AADT	ΩΔ	4Tire	Bus			uck		QC	K	QK	Dir	AAWDT	-OV
	From)-628 Blanty				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
17 James Madison Hwy	Fauguier Co				87%	1%	1%	1%	10%	1%	С	0.111		0.504	19000	Α
· · ·	To:	SR	245 Old Tav	ern Rd												
17 Winchester Rd	Fauquier Co				87%	1%	1%	1%	10%	1%	F	0.072		0.521	18000	G
<i>→</i>	To	3	0-709 Belvo	ir Rd			\neg									
17 Winchester Rd	Fauquier Co				87%	1%	1%	1%	10%	1%	F	0.073		0.538	17000	G
~	To: From:]	-66; BUS U Bus US 1													
17 (17) Ramp	Fauguier Co	unty 0.13										0.127			6300	A
	To:	I-66-W FROM R			ORTH &	S						•				
~ ~	From:		S 17; BUS U	JS 17					***							
17) 66	Fauquier Co	•		_								es for this	•		40000	,
	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle \mathrm{Tot}}$		US US 17, S		92%	1%	1%	1%	6%	0%	F	0.103	А	0.573	46000	(
	From:	D	Gap in US													
17) (66) (55)	Fauquier Co	unty 3.42	•		S	ee I-66	for dire	ctional t	raffic vo	lume es	timat	es for this	seg	ment.		
\sim \sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 47000	Α	92%	1%	1%	1%	6%	0%	F	0.102	Α	0.644	45000	1
	To:		I-66				_									
17) (66) Ramp	Fauquier Co	unty 0.25			S	ee I-66	for dire	ctional t	raffic vo	lume es	timat	es for this	seg	ment.		
\sim	To:		US 17													
17 (55) Winchester Rd	Fauquier Co	unty 0.64	I-66 8700	G	94%	1%	1%	1%	4%	0%	E	0.080		0.596	8700	(
17 (55) Winchester Rd	Combined Traffic Estimates for 2 Parallel	•		G	34 /6	1 /0	1 /0	1 /0	4 /0	0 /6	'	0.084	F	0.59	NA	`
	To											0.004	•	0.00	1471	
17 Winchester Rd	Fauquier Co		5 South of D 7000	G G	94%	1%	1%	1%	4%	0%	F	0.082		0.615	7000	(
17)	. daqais. sc				0.70	. , ,		. , 0	.,,	0 / 0	•	0.002		0.0.0		
17 Winchester Rd	Fauquier Co		30-710 Carr 7600	G	94%	1%	1%	1%	4%	0%	С	0.089		0.610	7600	(
17)	To To				0.70	. , 0		. , 0	.,,	0 / 0	Ū	0.000		0.0.0		
17 50 John S Mosby Hwy	/ Fauquier County (L Maint: 53)	US 50 Par 12000		95%	1%	1%	1%	2%	0%	С	0.091		0.725	12000	(
17) (30) 33111 3 111303) 1111,	To:		larke County		0070	170		1 70	270	070	Ū	0.001		0.720	12000	
~~	From:		uquier Count	•												
17) (50) John S Mosby Hwy	/ Clarke Cou				95%	1%	1%	1%	3%	0%	F	0.093		0.658	14000	ı
~ ~	To: From:		23 East of M 23 East of M													
17) (50) Millwood Pike	Clarke Cou				95%	1%	1%	1%	3%	0%	С	0.098		0.658	11000	
	To	,	SR 255													
17) (50) Millwood Pike	Clarke Cou	nty 2.83		F	95%	1%	1%	1%	3%	0%	F	0.097		0.709	13000	
17) (30)	T					. , •		. , •	- / 0	- / •					. 2000	,
17 (50) Millwood Pike	Clarke Cou		340 South of 10000		95%	1%	1%	1%	3%	0%	F	0.098		0.636	11000	
17 (50) Millwood Pike	To To		derick Coun		90 /0	1 /0	1 /6	1 /0	J /0	U /0	'	0.030		0.000	11000	
	From:		larke County	•												_
17) (50) Millwood Pike	Frederick Co	unty 2.72	11000	G	95%	1%	1%	1%	2%	0%	F	0.092		0.662	12000	(
\rightarrow	To	34-72	23 Carpers V	alley Rd												

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

_				_		Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT QA 47	Tire	Bus		3+Axle			QC	Factor	QK Facto	r AAWDT	QW
	From:	34-723 Carpers Valley Rd											
(17) (50) Millwood Pike	Frederick County	2.71 18000 G 95	5%	1%	1%	1%	2%	0%	С	0.089	0.60	19000	G
	To: From:	US 522 Front Royal Pike											
(17) (50) (522) Millwood Pike	Frederick County		5%	1%	1%	1%	2%	0%	F	0.089	0.605	44000	G
	To:	ECL Winchester											
(17) (50) (522) Millwood Ave	City of Winchester	0.09 28000 N 97	7%	0%	1%	0%	1%	0%	N	0.083	0.624	30000	N
[17] [50] [522] Millwood Ave	To:	Jubal Early Dr	1 /0	0 /6		0 /6	1 /0	0 /6	IN	0.005	0.02	30000	IN
	From:	US 50 Par, Millwood Ave											
17 50 522 Jubal Early Dr	City of Winchester	0.06 28000 G 97	7%	0%	1%	0%	1%	0%	С	0.083	0.624	30000	G
	To:	Apple Blossom Dr											
And a Blace of Br	From:	Jubal Early Dr	70/	00/	10/	00/	40/	00/	_	0.007	0.050	10000	_
17 50 522 Apple Blossom Dr	City of Winchester		7%	0%	1%	0%	1%	0%	F	0.087	0.852	10000	G
	From:	US 50 Par, Millwood Dr US 50 Par; Apple Blossom Dr											
(17) (50) (522) Millwood Ave	City of Winchester		8%	1%	1%	0%	0%	0%	F	0.085	0.55	14000	G
(1) (8) (822)	To:	US 11 Cameron St											
	From:	US 17-S034A TO ROUTE											
17 Ramp	City of Suffolk (Maint: 61)	0.13 13000 G			•					0.091		13000	G
	To:	I-664-E FROM ROUTE 17											
	From:	US 17 Winchester Rd											
17 Ramp	Fauquier County	0.15 1200 A								0.139		1200	Α
	To:	I-66 East											
	From:	US 17 Winchester Rd											
17 Ramp	Fauquier County	0.13 6700 A								0.127		6300	Α
\bigcirc	To:	I-66 West											
North	From:	US 17 TO I-64 WEST											
17 Ramp	City of Chesapeake (Maint: 64)	0.17 6300 F			-					0.148		6300	F
<u> </u>	To:	I-64-W FROM US 17 NORTH											
North	From:	US 17 I-64-E296B FROM IS 64 EAS	Т										
17 Ramp	City of Chesapeake (Maint: 64)	0.17 6000 F			<u>-</u>					0.123		6000	F
	To:	I-64-E FROM US 17 NORTH											
North	From:	US 17 TO RT 168 SOUTH											
17 Ramp	City of Chesapeake (Maint: 64)	0.16 NA								NA		NA	
<u> </u>	To:	I-64-W291B FROM RT 17 NORTH	[
North	From:	US 17 TO RT 464 NORTH											
17 Ramp	City of Chesapeake (Maint: 64)	0.26 5800 G								0.139		6200	G
<u> </u>	To: SF	R 168-N015B FROM RT 17 NORTH TO 4	64 NOF	R									
North	From:	US 17-N017D TO RT 64 WEST											
17 Ramp	City of Chesapeake (Maint: 64)	0.10 NA								NA		NA	
	To	SR 168-N015A TO RT 64 WEST											
North	From:									0.000		07000	_
17 Ramp	City of Chesapeake (Maint: 64)									0.092		27000	G
	10	I-64-W I-64-W291X Gap											

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

			d Interstate 110				Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	r AAWDT	QW
North	From:		7 Dominion Blvd											
(17) Ramp	City of Chesapeake (Ma		20000 F	95%	0%	1%	1%	3%	0%	F	0.125		21000	F
	To:	I	-464 North											
North	From:		ROUTE 264 EAS	T										
(17) Ramp	City of Portsmouth (Ma	*	NA								NA		NA	
<u> </u>	Tα	I-264-E FROM ROU	TE 17 NORTH-FR	EDRICK B	L									
North	From:		ROUTE 264 WES	T										
17 Ramp	City of Portsmouth (Ma	*	1200 G								0.112		1200	G
	To:	I-264-W FROM ROU	TE 17 NORTH00-	FREDERIC	CK									
North	From:		UTE 664 EASTSC	UTH										
17 Ramp	City of Suffolk (Main	nt: 61) 0.03	4900 G								0.092		4900	G
$\overline{}$	To:	US 17-S	034A TO ROUTE											
North	From:	<u>US</u> 17 J	Clyde Morris Blvd											
17 Ramp	City of Newport News (M	Maint: 99) 0.16	13000 G								0.1		13000	G
	To:		I-64-E											
North	From:	US 17	TO I-64 WEST											
17 Ramp	City of Newport News (N	Maint: 99) 0.25	NA			<u>-</u>					NA		NA	
	То:		ROM US 17 NORT	Н										
North	From:	US 1	7 Warrenton Rd											
17 Ramp	Stafford County		1900 G	84%	1%	1%	1%	13%	1%	F	0.122		1800	G
	To:		I-95 South											
South	From:	US 17	TO I-64 WEST											
17 Ramp	City of Chesapeake (Ma		4600 F								0.1		4600	F
	To:		ROM US 17 SOUT	Н										
South	From:		US 17											
17 Ramp	City of Chesapeake (Ma	laint: 64) 0.29	1100 F	95%	0%	1%	1%	3%	0%	F	0.088		1200	F
(17)	To:		I-64 East			Ť		-,-						
South	From:	110 17	TO ROUTE 264											
17 Ramp	City of Portsmouth (Ma		NA								NA		NA	
(17)	To:	I-264-E FROM ROU		EDERICK	В									
South	From:		TO ROUTE 264 V											
17 Ramp	City of Portsmouth (Ma		5500 G	1 120 1							0.091		5500	G
(17)	To:	I-264-W FROM ROU		RICK BLV	D	1					0.001		0000	ŭ
South	From:		OUTE 664 EASTSC			<u> </u>								
17 Ramp	City of Suffolk (Main		7800 G	отп							0.092		7800	G
(17) 1 (41)	Tro		US 17- 34A TO R	OUTE							0.002		, 000	J
Courth	Eleanor					_								
South Tamp	City of Newport News (N		Clyde Morris Blvd 5800 G								0.099		5800	G
(1/) Hallip	Tal	vianit. 33) 0.20	I-64-E			_					0.033		3000	a
	. 1	*** -= *												
South	City of Navyout Navyor /A		Clyde Morris Blvd								0.000		0100	C
17 Ramp	City of Newport News (N	Maint: 99) 0.16	2100 G I-64-W			_					0.099		2100	G
-	10		1-04-W											

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

Route	Jurisdictio	n Length	AADT Q	A 4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 17 Ramp	From: Stafford Cou		17 Warrenton Rd 6600 G	i 84%	1%	1%	1%	13%	1%	F	0.095			6100	G
~	To:	I-9	5 Collector Rd			\Box									
South	From:	US 1	7 Warrenton Rd												
17 Ramp	Stafford Cou	unty 0.29	23000 G	i 84%	1%	1%	1%	13%	1%	F	0.094			21000	G
<i>→</i>	To:		I-95 South			\Box									
outh	From:	2US 17-P US	17-S225B TO I-	66 EAS											
17) (55) Ramp	Fauquier Co	unty 0.36	3800 G	i							0.097			3800	G
\sim	To:	I-66-E FRC	OM RT US 17 SC	UTH											
outh	From:	2US 17-P US	17-S225A TO RT	Γ 66 EAS											
17 Ramp	Fauquier Co	unty 0.13	4100 G	i							0.092			4100	G
<i>→</i>	To:		I-66 West												
ALT	From:	Ū.	S 17 Mills Dr												
17 Latitude St	Spotsylvania C	County 0.09	2300 G	94%	0%	1%	2%	3%	0%	F	0.096		0.688	2500	G
<i>=====================================</i>	To:		US 17 Mill Rd												
Bus	From:	NCI	Fredericksburg			$\neg \vdash$									
17 1 Jefferson Davis H	lwy Stafford Cou		33000 F	98%	0%	1%	0%	0%	0%	F	0.098		0.592	36000	F
	To:	US 1	SR 212 Falmouth	1											
<u>Bus</u>	From:		son Davis Hwy; S												
17 Warrenton Rd	Stafford Cou		32000 F	97%	0%	1%	1%	1%	0%	С	0.079		0.579	35000	F
~	10.		I-95, US 17			<u> </u>									
Bus	From:		BUS US 17							_					_
17) Ramp	Stafford Cou		5400 G	i 97%	0%	1%	1%	1%	0%	F	0.073			5700	G
~	10.		5 Collector Rd			<u>_</u>									
Bus	From:	-	Dr; SR 2 Sandy I			_				_					_
17 (2) Tidewater Trail	Spotsylvania C	County 3.56	7500 G	i 94%	0%	1%	2%	3%	0%	С	0.09		0.594	7900	G
Pug.	To: From:	88-	1310 Church St			\Box —									
Bus 17 2 Tidewater Trail	Spotsylvania C	County 0.97	24000 G	i 94%	0%	1%	2%	3%	0%	F	0.076		0.533	25000	G
17 2 Tidewater Trail	opotsylvania o	-		J+ /0			270	0 /0	0 70	'	0.070		0.000	23000	
Bus	To: From:	ECL	. Fredericksburg												
17 2 Dixon St	City of Frederic	ksburg 0.55	25000 G	i 94%	1%	1%	1%	3%	0%	С	0.08		0.563	27000	G
\checkmark	To:	Ramp fro	om Rte. 3 Connec	ctor		\neg —									
Bus	From:				20/	-10/	00/	00/	00/	_	0.404		0.000	44000	_
17 (2) Dixon St	City of Frederic	ksburg 0.26	10000 G	i 98%	0%	1%	0%	0%	0%	С	0.101		0.639	11000	G
Bus	To: From:		Charles St			\Box —									
17) 2 Dixon St	City of Frederic	ksburg 0.06	5000 G	i 98%	0%	1%	0%	0%	0%	F	0.099		0.650	5400	G
	Combined Traffic Estimates for 2 Parallel	<u> </u>			0%	1%	0%	0%	0%	F	0.103	F	0.517	8300	G
							- / -			-		-	3. 2		
Bus	Fron:		incess Anne St												
17 2 Dixon St	City of Frederic		3300 G	i 98%	0%	1%	0%	0%	0%	F	0.075			3500	G
(··) (-)										_		_			_
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6100 G	i 98%	1%	2%	0%	0%	0%	F	0.08	F	0.613	6500	G

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

									Tru	ck			K		Dir		
Route	Jurisdictio	on L	_ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From			Dixon Street													_
17) (2) Caroline St	City of Frederic	0	0.24	2400	G	96%	1%	3%	0%	0%	0%	С	0.075			2600	G
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	5200	G	96%	1%	2%	0%	0%	0%	С	NA			5500	G
Bus Bus	To From		Lay	yfayette Bly	vd												
17) 1 2 Caroline St	City of Frederic	cksburg	0.38	5000	G	99%	0%	1%	0%	0%	0%	F	0.091			5400	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	11000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	12000	(
		•	Bus S	SR 3 Willia	m St												
Bus Bus 17 1 Caroline St	City of Frederic	ekehura	0.51	6200	G	99%	0%	1%	0%	0%	0%	С	0.081			6600	(
oaronnic or	Combined Traffic Estimates for 2 Parallel	9			G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	15000	(
	To	Tioadways on this i		Herndon St	G	33 /6	0 70	1/0	0 /6	0 /6	0 76	O	0.032	'	0.555	13000	`
us Bus	From	r.		Caroline St													
17 \ \ 1 \ \ Herndon St	City of Frederic		0.06	5000	G	99%	0%	1%	0%	0%	0%	F	0.086			5300	(
Use Bus	To From	B)		Par Princes 1 Par Herr		St		_									
$\underbrace{\begin{array}{c} \text{Bus} \\ 7 \end{array}}_{\text{1}} \underbrace{\begin{array}{c} \text{Bus} \\ 1 \end{array}}_{\text{Princess Anne St}}$	City of Frederic	cksbura	0.70	10000	G G	99%	0%	1%	0%	0%	0%	С	0.095		0.659	11000	(
<i>y</i> (1)	To			rson Davis			0,0		0 / 0	0,0	0,0		0.000		0.000		
us ~~~	From	·	BUS US 1	Princess A	Anne Av												
7) 1 Jefferson Davis E	lvd City of Frederic	ksburg	0.11	33000	N	98%	0%	1%	0%	0%	0%	Ν	0.098		0.592	36000	
~ ~	To		NCL	Fredericks	burg												
Bus Drives Anna Ch	From	i Lankarana		Dixon Street		97%	10/	2%	00/	00/	00/	_	0.11		0.004	0000	(
Princess Anne St	City of Frederic Combined Traffic Estimates for 2 Parallel		0.26	2800	G	97% 96%	1%	2% 2%	0% 0%	0% 0%	0% 0%	C C	0.11 NA		0.804	3000	,
	Combined Trainic Estimates for 2 Parallel			5200	G		1%	270	0%	076	0%	C	INA			5500	,
us Bus	To From	Bus	US 1, Bu	is US 17 La	afayette	Blvd											
17 (1) (2) Princess Ai		-	0.37	6500	G	99%	0%	1%	0%	0%	0%	F	0.090			6900	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	11000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	12000	(
us Bus	Ta From		Bus S	SR 3 Willia	m St												
lus Bus 7	City of Frederic	cksbura	0.52	7600	G	99%	0%	1%	0%	0%	0%	С	0.101			8100	
F) (F)	Combined Traffic Estimates for 2 Parallel	•			G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.599	15000	(
	То			JS 1 Herndo				TÎ.			- , ,						
lus	From	r.	I	-66, US 17	,												
Winchester Rd	Fauquier Co	unty	0.71	6800	G	97%	0%	1%	1%	1%	0%	С	0.087		0.541	7000	(
~ <i></i>	То	c.		Main St, M													
Sus	From From	· Lunta); Winchest		OE9/	00/	10/	10/	20/	00/	_	0.001		0.610	E200	
7 (55) John Marshal Hw	y Fauquier Co	ounty	0.71	5200	G	95%	0%	1%	1%	2%	0%	F	0.091		0.618	5300	
us	To From	:	FR-	185 Grove	Ln												
17 (55) Free State Rd	Fauquier Co	ounty	0.14	5200	N	95%	0%	1%	1%	2%	0%	Ν	0.091		0.618	5300	
\sim	То			7 North of													
Dua	From	SR 55	I-66-W0	27A FROM	OT & N	RT 66											
3us 17) (55) (55) Ramp	Fauguier Co		0.17	660	G								0.138			660	(

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						Tru	ıck			K	Dir		
Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
From:					10/	40/	00/	00/	0	0.004	0.545	7000	-
Middlesex County				1%	1%	1%	2%	0%	C	0.091	0.515	7300	F
From:													
Middlesex County			95%	1%	1%	1%	2%	0%	F	0.104	0.534	3900	F
Τα:													
From:	US 17 Sc	outh of Gloucester											
Gloucester County		20000 F	98%	1%	1%	1%	0%	0%	С	0.09	0.601	21000	
To:	SR 3, SR 14 J	ohn Clayton Mem	Hwy										
From:			-										
Gloucester County	0.71	9800 F	99%	0%	1%	0%	0%	0%	F	0.095	0.524	10000	
To: From:	36-10	007 Cary Ave											
Gloucester County	0.56	6300 F	99%	0%	1%	0%	0%	0%	С	0.090	0.517	6500	
To:													
From:	US 14	5 US 17 US 29											_
Fauguier County			98%	1%	1%	0%	1%	0%	С	0.101	0.652	12000	
To	90	Y XX											
From:													
Town of Warrenton			98%	1%	1%	0%	1%	0%	Ν	0.101	0.652	12000	
To:													
Town of Warrenton			08%	Nº/-	19/-	0%	n º/-	0%	C	0.085	0.504	13000	
			30 /6	0 76	1 /0	0 /6	0 /6	0 /6	O	0.005	0.504	13000	
From:	C	lulpeper St											_
Town of Warrenton	0.80	18000 G	98%	0%	1%	0%	0%	0%	С	0.084	0.51	19000	
Too	Bus US	211 Waterloo St											
Town of Worrenten			000/	00/	10/	00/	00/	00/	0	0.00	0.504	24000	
Town or warrenion	0.86	33000 G	96%	0%	1%	0%	0%	0%	C	0.08	0.364	34000	
To: From:	Bus U	JS 29 Lee Hwy											
Town of Warrenton	0.57	10000 G	99%	0%	1%	0%	0%	0%	С	0.093	0.562	11000	
To:	NC	I. Warrenton											
From:									_				
Fauquier County				0%	1%	0%	0%	0%	F	0.101	0.507	11000	
10:		•											_
From:									_				
City of Chesapeake	4.07	4400 G	93%	0%	1%	1%	5%	0%	F	0.109	0.75	4400	
To: From:	SR 1	165 Cedar Rd											_
City of Chesapeake	1.19	24000 G	93%	0%	1%	1%	5%	0%	F	0.073	0.556	25000	
			00,0	0,0	. , .	. , .	0,0	0,0	•	5.5.5	0.000	_0000	
Tri		I-64											
Tro	110				<u> </u>								
To		I-64 17 Mills Dr 12000 G								0.071	0.793	13000	
	Form: Fauquier County From: Town of Warrenton From: Town of Warrenton Town of Warrenton	Middlesex County	Widdlesex County	Middlesex County	Middlesex County	Durisdiction Length AADT QA 4Tire Bus 2Axle	Summarian Length AADT QA 4Tire Bus 2Axle 3+Axle	Durisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Middlesex County	Second Content Conte	Length AADT QA 4Tire Bus Bus	Second Continue	Second Control Contr

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

Devite	had the	1		4.T.	_		Tru	ıck		-	K ,	Dir	A A14/DT	
Route	Jurisdiction	Length AAI	DI QA	4 I Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
	From:	SR 311 Pa												
₁₈) Potts Creek Rd	Craig County	5.12 23 0	0 G	93%	0%	1%	2%	3%	0%	F	0.148	0.6	240	(
<u> </u>	To:	Alleghany C												
	From:	Craig Cou								_				
18) Potts Creek Rd	Alleghany County	0.43 22 0	0 G	93%	0%	1%	2%	3%	0%	С	0.124	0.577	230	
\smile	To	03-607 Pot	ts Creek											
18) Potts Creek Rd	Alleghany County	2.82 25		93%	0%	1%	2%	3%	0%	F	0.132	0.652	260	
18) 1 3113 31331 113	To:	03-608 Wo		0070	0 70		270	070	0 70	•	0.102	0.002	200	
	From:	03-608 W												
18) Potts Creek Rd	Alleghany County	7.93 110		97%	0%	1%	1%	1%	0%	F	0.086	0.685	1200	
16) * • • • • • • • • • • • • • • • • • •							.,-	. , .	• , •	-				
	To: From:	03-614 Ne												
Potts Creek Rd	Alleghany County	3.20 140	00 G	97%	0%	1%	1%	1%	0%	С	0.083	0.766	1500	
<i></i>	To:	03-657 Pitzer	Ridge Road											
	From:	03-657 Pitzer												
Potts Creek Rd	Alleghany County	4.04 170	00 G	97%	0%	1%	1%	1%	0%	F	0.087	0.75	1800	
<u> </u>	To	SCL Cov	ington											
18) Indian Valley	City of Covington	0.37 380		97%	1%	0%	0%	0%	0%	F	0.128	0.603	4000	
8) Indian Valley	City of Covington	0.57	,	31 /6	1 /0	0 /6	0 /6	0 /6	0 /6		0.120	0.003	4000	
	To: From:	S Pitzer	Ridge											
8) S Carpenter Dr	City of Covington	0.44 540	00 G	97%	1%	0%	0%	0%	0%	С	0.107	0.623	5800	
	To:	Gordon	Street											
_	From:	East Gordo	on Street											
18) S Carpenter Dr	City of Covington	0.31 610	00 G	97%	1%	0%	0%	0%	0%	F	0.101	0.652	6500	
<i></i>	To	Edgemon	t Drivo											
18 Carpenter Dr	City of Covington	1.20 460		96%	1%	0%	1%	2%	0%	С	0.099	0.608	4900	
Carpenter Dr	Tro			90 /6	1 /0	0 /0	1 /0	2/0	0 /6	U	0.055	0.000	4300	
-		US 220 Ma	adison St											
~ ~~~	From:	State St; Tennes												
(381) (421) Commonwealth Ave	City of Bristol	0.07 160	00 N	92%	1%	1%	0%	6%	0%	Ν	0.085	0.521	17000	
	To	US 421 G	oode St											
(381) (421) Commonwealth Ave	City of Bristol	0.16 160		92%	1%	1%	0%	6%	0%	F	0.085	0.521	17000	
(9) (381) (421) Commonwealth Ave	Oity of Briston	0.10	00 G	32.76	1 /0	1 /0	0 /6	0 /6	0 /6		0.005	0.521	17000	
	To: From:	SR 113 Cumb	erland Ave											
9 (381) (421) Commonwealth Ave	City of Bristol	0.16 180	00 G	96%	0%	1%	0%	2%	0%	F	0.087	0.529	19000	
	To	CD 122 D C	C4			 1								
Commonwealth Ave	City of Priotol	SR 133 Par S		000/	00/	10/	00/	20/	00/	_	0.000	0.540	20000	
(9) (381) (421) Commonwealth Ave	City of Bristol	0.19 180		96%	0%	1%	0%	2%	0%	F	0.088	0.542	20000	
~ ~ ~	From:	US 11 Euc												
Totalid Acce		SR 381 Commo			00/	40/	00/	00/	00/	_	0.005	0.504	0500	
9) (11) Euclid Ave	City of Bristol	0.48 800	00 G	99%	0%	1%	0%	0%	0%	F	0.095	0.534	8500	
~ ~	To:	Piedmor	nt Ave											
19 (11) Euclid Ave	City of Bristol	0.56 610	00 G	99%	0%	1%	0%	0%	0%	С	0.094	0.552	6500	
	,					 1							_	
~ ~~	From:	Moore								_				
19 (11) Lee Highway	City of Bristol	0.48 130	00 G	99%	0%	1%	0%	0%	0%	F	0.09	0.504	14000	
\sim	To:	Valley	/ Dr											

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

_				_		Tru	ıck			K -	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	K Factor	AAWDT	QW
~~~	From:	Valley Dr	2001	00/	101	00/	20/	201	_	0.00	0.500	10000	_
19 (11) Lee Highway	City of Bristol	1.26 <b>12000 G</b>	99%	0%	1%	0%	0%	0%	F	0.09	0.502	13000	G
	From:	End State Maintenance											
19 (11) Lee Highway	City of Bristol	1.36 <b>14000 G</b>	98%	0%	0%	1%	0%	0%	F	0.086	0.507	14000	G
$\bigcirc$	To	Bonham Rd			_								
19 (11) Lee Highway	City of Bristol	0.51 <b>17000 G</b>	98%	0%	0%	1%	0%	0%	F	0.091	0.559	17000	G
$\smile$	To: From:	Old Airport Rd			<u> </u>								
19) (11) Lee Highway	City of Bristol	0.68 <b>14000 G</b>	98%	0%	0%	1%	0%	0%	F	0.122	0.513	15000	G
<del>\$\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{</del>	To: From:	NCL Bristol											
19) (11) Lee Highway	Washington County	2.83 <b>8800 A</b>	98%	0%	0%	1%	0%	0%	С	0.122	0.513	9200	Α
<del>\( \)</del>	To: From:	95-1717 Wash Co Ind Park	Rd										
19) (11) Lee Highway	Washington County	0.80 <b>7500 G</b>	95%	1%	1%	2%	2%	0%	F	0.104	0.644	7700	G
<u> </u>	To: From:	95-869 Astor Rd											
19) (11) Lee Highway	Washington County	1.28 <b>9000 G</b>	98%	0%	0%	1%	0%	0%	F	0.104	0.644	9300	G
<u> </u>	To: From:	95-611 Diver Rd											
19) (11) Lee Highway	Washington County	1.72 <b>6600 G</b>	96%	0%	2%	1%	1%	0%	С	0.101	0.575	6800	G
<del></del>	To: From:	WCL Abingdon											
19) (11) Main St	Town of Abingdon	0.55 <b>7800 G</b>	95%	1%	1%	2%	2%	0%	F	0.093	0.631	8100	G
~ ~	To- From:	SR 140 Jonesboro Rd											
19) (11) Main St	Town of Abingdon	0.43 <b>24000 G</b>	98%	0%	1%	0%	0%	0%	F	0.094	0.535	25000	G
<del></del>	To: From:	Colonial Rd											
$\binom{19}{11}$ Main St	Town of Abingdon	0.47 <b>23000 G</b>	98%	0%	1%	0%	0%	0%	F	0.093	0.507	24000	G
<del>~</del> ~	To: From:	US 11 Main St US 11 Main St; Lee Hwy	II.										
19 Porterfield Hwy	Town of Abingdon	0.45 <b>16000 G</b>	95%	0%	1%	1%	3%	0%	F	0.089	0.528	17000	G
	То	Alt US 58											
ALT	Town of Abingdon		059/	00/	10/	10/	20/	00/	F	0.001	0.56	22000	_
19) (58) Porterfield Rd	Town of Abingdon	0.21 <b>22000 G</b>	95%	0%	1%	1%	3%	0%	Г	0.091	0.56	23000	G
ALT	To: From:	NCL Abingdon											
19) (58) Porterfield Hwy	Washington County	3.79 <b>17000 G</b>	95%	0%	1%	1%	3%	0%	F	0.094	0.546	18000	G
ALT	To: From:	95-700 Rich Valley Rd											
19 58 Porterfield Hwy	Washington County	3.03 <b>15000 G</b>	95%	0%	1%	1%	3%	0%	F	0.089	0.558	16000	G
$\bigcirc$	То	95-802 Mendota Rd											
ALT Destartiald Liver	From:		050/	00/	10/	10/	00/	00/	_	0.00	0.500	15000	_
19) (58) Porterfield Hwy	Washington County ™	3.25 <b>14000 G</b> Russell County Line	95%	0%	1%	1%	3%	0%	F	0.09	0.533	15000	G
ALT	From:	Washington County Line	<u> </u>		<u> </u>								
(19) (58)	Russell County	1.98 <b>14000 G</b>	95%	0%	1%	1%	3%	0%	F	0.090	0.69	16000	G
$\smile$	To	Alt US 58 Hansonville											

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

. Dir	Dir	K			ıck	Truc		_					_
K AAWD	QK Facto	Factor	QC	2Trail	1Trail	3+Axle	2Axle 3	Bus	4Tire	QA	Length AADT	Jurisdiction	Route
0.50 10000	0.50	0.00	_	00/	00/	40/		00/	050/		ALT US 58 Hans	From:	~
0.53 12000	0.53	0.09	F	0%	3%	1%	1%	0%	95%	) G	3.44 <b>11000</b>	Russell County	19)
0.504 40000	0.50			00/		10/		00/	050/		83-841 Pionee	From:	~~
0.534 12000	0.534	0.089	F	0%	3%	1%	1%	0%	95%	) G	2.19 <b>11000</b>	Russell County	19
							一				WCL Leban	To: From:	
0.534 12000	0.534	0.089	N	0%	3%	1%	1%	0%	95%	) N	0.15 <b>11000</b>	Town of Lebanon (Maint: 83)	19
							$\Box$ $\vdash$			ebanon	W Mid CL Let	To: From:	
0.556 12000	0.556	0.088	F	0%	3%	1%	1%	0%	95%	) G	1.15 <b>11000</b>	Russell County	19 Harry Carter Stuart Hwy
							$\neg$ —			banon	E Mid CL Leb	To: From:	~
0.556 12000	0.556	0.088	Ν	0%	3%	1%	1%	0%	95%	) N	0.76 <b>11000</b>	Town of Lebanon (Maint: 83)	19)
							——			ston Rd	252- 654 Pittsto	Tæ	<i>→</i>
0.55 11000	0.55	0.089	F	0%	3%	1%	1%	0%	95%		1.65 <b>10000</b>	Town of Lebanon (Maint: 83)	19)
										non	ECL Lebano	т	<u> </u>
0.649 13000	0.649	0.086	F	0%	3%	1%	1%	0%	95%		4.76 <b>12000</b>	Russell County	19 Trail of the Lonesome Pine
							_					To	13)
0.649 12000	0.64	0.086	F	0%	3%	1%	1%	0%	95%		SR 80 Hayters C 2.57 <b>11000</b>	Russell County	19 (80)
0.043 12000	0.040	0.000	'	0 70	378	1 /0		0 70	33 76			- Tudsell County	19 (80)
0.500 0000	0.50	0.105		00/	00/	10/		00/	050/		SR 80 Rosed 8.11 <b>9100</b>	Tro:	
0.523 9900	0.523	0.105	С	0%	3%	1%	1%	0%	95%		8.11 <b>9100</b> Tazewell Count	Russell County	19)
	-						-				Russell County	From:	
0.526 11000	0.526	0.083	F	0%	3%	1%	1%	0%	95%	) G	2.38 <b>10000</b>	Tazewell County	19)
							—		1 Rd	d. Wardel	2-609 Kents Ridge Ro	Tæ	
0.551 13000	0.55	0.083	F	0%	3%	1%	1%	0%	95%		3.04 <b>12000</b>	Tazewell County	19)
										001 Hill	US 460 Claypoo	Τα	
0.514 12000	0.51	0.089	F	0%	3%	1%	1%	0%	95%		5.73 <b>11000</b>	Tazewell County	19 (460)
			•		-,-	.,,						To	13) (400)
0.538 12000	0.53	0.089	F	0%	3%	1%	1%	0%	95%		92-639 Earls Bra 5.13 <b>11000</b>	Tazewell County	10 (400)
0.550 12000	0.550	0.003	'	0 /6	3 /6	1 /0	1 /6	0 /6	33 /6			razewell Gounty	19 (460)
0.554 11000	0.55	0.000	F	00/	00/	10/		00/	050/		US 19, Bus US	To a visit of the state of the	<b>—</b>
0.554 11000	0.554	0.089	г	0%	3%	1%	1%	0%	95%	) G	1.72 <b>11000</b>	Tazewell County	19 (460)
							<u> </u>				WCL Tazew	To: From:	~~~
0.554 10000	0.554	0.089	F	0%	3%	1%	1%	0%	95%		1.43 9600	Town of Tazewell (Maint: 92)	19} (460)
							+			ide Dr	SR 61 Riversio	From:	*
0.536 8200	0.530	0.084	F	0%	3%	1%	1%	0%	95%	G	0.82 <b>7600</b>	Town of Tazewell (Maint: 92)	19 (460)
							<del></del>					To:	19)(400)
0.536 8200	0.530	0.084	N	0%	3%	1%	1%	0%	95%		1 93 <b>7600</b>	Tazewell County	10 (400)
0.000 0200	0.550	0.004	IN	U /0	J /0	1 /0	1 /0	U /0	JJ /0			razeweli County	19) (460)
0.504 11000	2.52	0.007		001	061	401		001	0501		Bus US 46	To From:	~~
0.524 11000	0.524	0.087	F	0%	3%	1%	1%	0%	95%				19) (460)
-	_	0.084	N F	0%	3%	1%	1%	0%	95% 95%	N -60 D G	1.93 <b>7600</b>	Tazewell County  Tazewell County  Tazewell County  To	19 (460) 19 (460)

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

_					_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
~~~	From:	92-680 E, Hu												
[19] [460]	Tazewell County	4.86 12000	Α	95%	0%	1%	1%	3%	0%	С	0.103	0.545	13000	Α
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	92-720 W, Hecki												
(19) (460)	Tazewell County	0.10 <b>12000</b>	G	95%	0%	1%	1%	3%	0%	F	0.085	0.56	13000	G
<del>~</del> <del>~</del>	To: From:	US 460												
Trail of The Lonesome Pine	Tazewell County	1.56 <b>2900</b>	G	95%	0%	1%	1%	3%	0%	F	0.091	0.57	3200	G
~	To: From:	WCL Bluef	ield											
19	Town of Bluefield	1.16 <b>3500</b>	G	95%	0%	1%	2%	2%	0%	С	0.095	0.515	3700	G
	To: From:	Montrose	St											
(19) Virginia Ave	Town of Bluefield	0.95 <b>4000</b>	G	97%	0%	1%	1%	1%	0%	F	0.09	0.529	4200	G
<u> </u>	To: From:	Walnut S Tazewell A												
19 Walnut Ave	Town of Bluefield	0.05 <b>830</b>	G	97%	0%	1%	1%	1%	0%	F	0.092	0.716	890	G
	To:	SR 102 Colleg												
19	Town of Bluefield	0.80 <b>5000</b>	G	97%	0%	1%	1%	1%	0%	С	0.090	0.544	5300	G
	To:	West Virginia St												
Bus	From:	US 19												
19 Main St	Town of Lebanon	0.48 <b>7000</b>	G	98%	0%	1%	1%	1%	0%	С	0.095	0.511	7400	G
	To:	SR 71 Fincast	le Rd											
Bus 19 Main St	Town of Lebanon	0.60 <b>SR</b> 71 <b>O</b>	G	98%	0%	1%	0%	0%	0%	С	0.09	0.510	7500	G
19 Main St	Town of Lebanon			30 70	0 70	1 70	0 70	0 70	0 70	O	0.03	0.510	7300	a
Bus	From:	SR 82 Clevela												
(19) Main St	Town of Lebanon	0.42 8900	G	98%	0%	0%	0%	1%	0%	F	0.088	0.593	9400	G
Bus	10: From:	Fugate Av 252-701 Churc												
19 Main St	Town of Lebanon	1.07 10000		98%	0%	0%	0%	1%	0%	С	0.093	0.523	11000	G
$\bigcirc$	To:	W 252- 654 Ha	her Dr											
Bus ( ) Main St	Town of Lobonon			000/	00/	00/	00/	10/	00/	F	0.005	0.500	9400	C
(19) Main St	Town of Lebanon	0.51 <b>8000</b>	G	98%	0%	0%	0%	1%	0%	Г	0.095	0.509	8400	G
Bus	To: From:	Gilmer Av	ve											
19 Main St	Town of Lebanon	0.78 <b>5300</b>	G	98%	0%	0%	0%	1%	0%	С	0.086	0.59	5600	G
Pun	To: From:	ECL Lebar	non											
Bus 19 Main St	Russell County	0.17 <b>4400</b>	G	98%	0%	1%	0%	1%	0%	С	0.089	0.522	4700	G
(13)	То:	US 19 Noi					-,-	.,.	- , -	_		***		-
Bus Bus	From:	US 19, US 4	460											
19 (460) Crab Orchard Rd	Tazewell County	1.58 <b>1700</b>	G	97%	0%	1%	2%	1%	0%	F	0.094	0.628	1700	G
	To	SR 91 Whitten V	alley Rd											
Bus 19 (460) Crab Orchard Rd	Tazewell County	0.27 1400	G	97%	0%	1%	2%	1%	0%	С	0.091	0.522	1500	G
(19) (460) Crab Orchard Rd	Tazewell County	SR 16 BF Bucha		31 /0	0 /0		د /٥	1 /0	U /0	J	0.031	0.522	1300	G
		or to be bucila	11 17 9											

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

Devide	Lord and all and	Laurette AADT		4T: 1			Truck	(		-00	K	Dir	A AVAIDT	. 01/
Route	Jurisdiction	Length AADT		411re i	ous ;	2Axle 3+	Axle 1	Trail 2	Trail	QC	Factor	QK Factor	AAWDT	QV
Bus Bus	Tozowell County	SR 16 BF Buchan		97%	1%	10/ /	no/ /	<b>1</b> 0/	Λο/	F	0.001	0.600	2200	G
19 (460) (16)	Tazewell County	1.11 2100		97%	170	1% (	)% (	0%	0%	Г	0.091	0.628	2200	G
Bus Bus	Tree From:	92-633 Peery Add												
19 (460) (16)	Tazewell County	0.44 <b>2300</b>	N	97%	1%	1% (	)% (	0%	0%	Ν	0.089	0.755	2400	N
Bus Bus	To: From:	WCL Tazew	ell											
19 (460) (16) Main St	Town of Tazewell	0.20 <b>2300</b>	G	97%	1%	1%	)% (	0%	0%	С	0.089	0.755	2400	G
Bus Bus	To- From:	ALT SR 16 Fairgro	ounds Rd			$\neg$ —								
19 ( 460 ) (16 ) Main St	Town of Tazewell	0.81 <b>3400</b>	G	99%	0%	0%	)% (	0%	0%	F	0.089	0.575	3600	G
$\sim$	To:	Church Av												
Bus Bus 19 (460 16) Fincastle Trpk	Town of Tazewell	Church St 0.44 <b>4200</b>		99%	0%	0% (	0% (	0%	0%	F	0.086	0.526	4400	G
19 (460) (18) 1 1940	To To						<i>5</i> 70 ·	3 70	070	•	0.000	0.020	1100	•
Bus Bus	From:	Tazewell A												
19 460 Fincastle Trpk	Town of Tazewell	1.65 <b>5900</b>	G	99%	0%	0%	)% (	0%	0%	С	0.09	0.524	6200	G
Bus Bus	To: From:	SR 61 Ben Bolt	Blvd											
Fincastle Trpk	Town of Tazewell	0.65 <b>4600</b>	G	99%	0%	0%	0% (	0%	0%	F	0.092	0.550	4900	(
Bus Bus	To: From:	ECL Tazew	ell											
19) (460)	Tazewell County	0.93 <b>3400</b>		99%	0%	0%	)% (	0%	0%	F	0.095	0.52	3600	C
	From	US 19, US 4				1								
ruck Truck 19 \ \frac{11}{11} \ \ \frac{11}{10} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	City of Bristol	SR 381 Commonw 0.21 <b>1200</b>		98%	0%	0% (	0%	1%	0%	F	0.099	0.533	1300	(
19) (11) (13) doors or	Today or Eriotor						3 70	. 70	070	•	0.000	0.000	1000	
uck Truck Truck	From:	102-3305 Piedmo												
19 (11) Cumberland St	City of Bristol	0.34 <b>3000</b> Truck US 11 Ra		98%	0%	0%	0%	1%	0%	F	0.102	0.568	3200	(
ruck Truck	From:	State St	idan St											
19 (11) Randall St	City of Bristol	0.93 <b>5900</b>	G	99%	0%	0%	)% (	0%	0%	С	0.097	0.5	6300	(
ruck Truck	To: From:	Cumberland Oakview A												
ruck Truck 19 (113) (11) Moore St	City of Bristol	0.12 <b>8100</b>		97%	1%	1% (	)% (	0%	0%	F	0.087	0.533	8600	(
19 (113) (11)	To:	Euclid Ave		0.70	.,0				0,70	•	0.007	0.000		
	From:	US 15 James Madi	ison Hwy											
Constitution Route	Buckingham County	2.56 <b>4000</b>	F	93%	1%	1%	1%	5%	0%	F	0.086	0.575	4100	ı
	To From:	14-631 Buffalo				<b></b>			221					
Constitution Route	Buckingham County	7.99 <b>3100</b>		93%	1%	1%	1% !	5%	0%	С	0.098	0.563	3200	F
	From	14-655 Glenmo		000/	10/		10/		00/		2 225	204:	4706	
20 Constitution Route	Buckingham County	8.50 <b>4500</b>		93%	1%	1%	1%	5%	0%	F	0.083	0.814	4700	F
~	From:	Albemarle Coun Buckingham Cou	_											
20) Valley St	Albemarle County	0.12 <b>4700</b>		93%	1%	1%	1%	5%	0%	F	0.094	0.709	4800	F
· ·	To:	SCL Scottsv												

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

		Primary and interstat	ie noi	nes			Tru	ماد			V		Div		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
	From	CCT C '11				ZAXIE	3+Axle	TTTAII	21raii		Factor		Factor		
20 Valley St	Town of Scottsville (Maint: 02)	SCL Scottsville 0.17 <b>4700</b>	e N	93%	1%	1%	1%	5%	0%	N	0.094		0.709	4800	N
20 Valley St	TOWIT OF SCOTESVIIIE (Maint. 02)	0.17 4700	IN	93%	170	1 70	170	3%	0%	IN	0.094		0.709	4000	IN
	To: From:	SR 6 S, Main S													
$\binom{20}{6}$ Valley Rd	Town of Scottsville (Maint: 02)	0.30 <b>7000</b>	N	95%	1%	3%	0%	1%	0%	Ν	0.092		0.704	7200	N
$\overline{}$	To: From:	CL Scottsville	;												
20 6 Valley Rd	Albemarle County	0.28 <b>7000</b>	F	95%	1%	3%	0%	1%	0%	F	0.092		0.704	7200	F
	To:	SR 6 N, Irish R	d												
20) Scottsville Rd	Albemarle County	5.51 <b>6200</b>	F	96%	1%	1%	0%	2%	0%	F	0.099		0.835	6400	F
20) 5551.51	- Table and the same and the sa			0070	. , 0		0,0	_,,	0 / 0	•	0.000		0.000	0.00	•
	From:	02-712 Plank Rd, K		000/	40/		00/	00/	201	_	0.404		0.000	7000	
20 Scottsville Rd	Albemarle County	4.06 <b>7500</b>	F	96%	1%	1%	0%	2%	0%	F	0.104		0.809	7800	F
<u>~</u>	To: From:	02-708 Red Hill I	Rd												
20 Scottsville Rd	Albemarle County	5.16 <b>7700</b>	F	96%	1%	1%	0%	2%	0%	С	0.105		0.823	8400	F
$\bigcup$	To	02-742 Avon S	2+												
20 Scottsville Rd	Albemarle County	2.16 <b>6000</b>	F	96%	1%	1%	0%	2%	0%	F	0.101		0.760	6600	F
20) 300110111101110	- Table and the same and the sa				. , 0		0,0	_,,	0 / 0	•	0		0.7.00	0000	•
	From:	SR 53 Thomas Jefferso			40/		00/	00/	201		0.400		0.070	04000	
20 Scottsville Rd	Albemarle County	0.54 <b>20000</b>	F	96%	1%	1%	0%	2%	0%	F	0.108		0.678	21000	F
<u> </u>	To- From:	I-64													
(20) Scottsville Rd	Albemarle County	0.24 <b>17000</b>	G	98%	0%	1%	0%	0%	0%	F	0.107		0.773	18000	G
$\smile$	To-	SCL Charlottesvi	ille												
20 Monticello Ave	City of Charlottesville	0.26 15000	F	98%	0%	1%	0%	0%	0%	F	0.097		0.615	16000	F
20)	T-1														
Monticella Ava	City of Charlottesville	Altavista Ave 0.28 <b>14000</b>	F	000/	00/	10/	0%	0%	00/	F	0.103		0.543	16000	F
20 Monticello Ave	City of Chanottesville	0.28 14000	Г	98%	0%	1%	0%	0%	0%	Г	0.103		0.543	16000	Г
	Tou From:	Carlton Rd													
(20) Monticello Ave	City of Charlottesville	0.35 <b>9000</b>	F	98%	0%	1%	0%	0%	0%	С	0.093		0.588	9800	F
$\overline{}$	To:	Avon St													
20 Avon St	City of Charlottesville	Monticello Ave 0.41 <b>14000</b>	e F	98%	0%	1%	0%	0%	0%	F	0.095		0.723	15000	F
20 Avon St	Oity of Chanottesville	Market Street		90%	076	1 70	0%	076	0%	Г	0.095		0.723	15000	Г
Bus	From:	Market Street													
20) (250) 9th St	City of Charlottesville	0.12 14000	F	98%	0%	1%	0%	0%	0%	F	0.083		0.595	16000	F
20) (230)	Combined Traffic Estimates for Parallel Roadways of										0.088	F	0.607	NA	
	- Tame Louisiano Ion i diamor riodamajo d										0.000	•	0.007		
Bus	From:	US 250 High S	St												
20) (250) High St	City of Charlottesville	0.23 <b>11000</b>	F	99%	0%	1%	0%	0%	0%	F	0.092		0.601	12000	F
	To	11th ST													
Bus	From:									_					_
20 (250) High St	City of Charlottesville	0.21 <b>10000</b>	F	99%	0%	1%	0%	0%	0%	С	0.088		0.625	11000	F
<u> </u>	To. Ferrore	Gillespie Ave				$\neg$ $\vdash$									
Bus High St	City of Charlottesville	-	F	99%	0%	1%	00/	0%	0%	F	0.089		0.583	21000	F
20 250 High St	City of Charlottesville			33%	U%	170	0%	U%	0%	Г	0.069		0.563	Z1000	г
- · ·	10.	US 250 & BUS US	230												

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	US 250 & BUS	US 250											
20) (250) Long St	City of Charlottesville	0.06 <b>39000</b>	N	98%	0%	1%	1%	0%	0%	Ν	0.089	0.546	43000	N
	To From	ECL Charlotte	sville			$\neg$ $\vdash$								
20) (250) Richmond Rd	Albemarle County	0.20 <b>52000</b>	G	97%	0%	1%	0%	1%	0%	С	0.092	0.621	52000	G
	To	US 250 Richmo	nd Dd											
20) Stony Point Rd	Albemarle County	3.12 <b>8800</b>	F	97%	0%	1%	1%	1%	0%	F	0.108	0.631	9600	F
20) Glorly i Gille Fla	Albernane County	0.12 0000		31 /6	0 70	1 70	1 /0	1 /0	0 70		0.100	0.001	3000	
	To: From:	Urban Bound												
20) Stony Point Rd	Albemarle County	1.77 <b>7600</b>	F	97%	0%	1%	1%	1%	0%	F	0.118	0.633	7900	F
$\smile$	To: From:	02-649 Proffi	t Rd			$\neg$ $\vdash$								
20) Stony Point Rd	Albemarle County	2.82 <b>3800</b>	F	97%	0%	1%	1%	1%	0%	F	0.148	0.768	4000	F
<del>-</del> 9	То	02 600 Stany Pa	int Door											
20) Stony Point Rd	Albemarle County	02-600 Stony Po 5.84 <b>2100</b>	F	97%	0%	1%	1%	1%	0%	С	0.141	0.804	2200	-
20 Stony Point Rd	To:	Orange Count		31 /6	0 70		1 /0	1 /0	0 70	O	0.141	0.004	2200	
	From:	Albemarle Cour												
20 Constitution Hwy	Orange County	1.30 2300	G	97%	0%	1%	1%	1%	0%	F	0.107	0.698	2300	(
,	To:	US 33 Spotswoo	od Trail											
	From:	W US 33												
20) (33) Spotswood Trail	Orange County	0.22 6800	G	94%	0%	1%	1%	4%	0%	F	0.093	0.550	7000	(
	То:	E US 33												
	From:	US 33 E, Spotswe								_				
20 Constitution Hwy	Orange County	5.63 <b>2500</b>	G	97%	1%	1%	1%	1%	0%	С	0.097	0.571	2600	(
<u> </u>	To:	SR 231 Gordonsv	ille Tpke											
20 Constitution Hwy	Orange County	5.76 <b>3800</b>	G	97%	1%	1%	0%	1%	0%	С	0.091	0.553	3900	(
	To	WCI O												
20) W Main St	Town of Orange	WCL Oran 0.47 <b>4800</b>	G G	98%	0%	1%	0%	1%	0%	С	0.096	0.546	4900	(
20 W Main St	Town of Orange	0.47 4800	G	90 /6	0 /0	1 /0	0 /6	1 /0	0 /6	C	0.090	0.540	4300	•
	To: From:	Bus SR 2												
20) Caroline St	Town of Orange	0.15 <b>4500</b>	G	97%	1%	1%	0%	1%	0%	F	0.099	0.508	4600	(
<u> </u>	To:	US 15 N, S Madison Stree		e Street										
Caralina Ct	Town of Overes	W US 15		000/	10/	10/	10/	<b>F</b> 0/	00/	_	0.001	0.510	10000	,
20 (15) Caroline St	Town of Orange	0.17 <b>13000</b>	G	92%	1%	1%	1%	5%	0%	F	0.091	0.518	13000	(
	From:	E RT 15 US 15 S, Carolir	e Street											
20) Berry Hill Rd	Town of Orange	0.66 <b>9800</b>	G	96%	1%	1%	0%	2%	0%	F	0.086	0.677	10000	(
20) 2511, 11111110				0070	. 70		0 70	270	0 70	•	0.000	0.077	10000	•
	To: From:	68-612 Monro												
20) Berry Hill Rd	Town of Orange	0.08 <b>12000</b>	G	96%	1%	1%	0%	2%	0%	F	0.081	0.619	12000	C
<u> </u>	To: From:	ECL Oran	ge											
20 Constitution Hwy	Orange County	2.24 <b>12000</b>	N	96%	1%	1%	0%	2%	0%	Ν	0.081	0.619	12000	١
	To	60 620 T -1	o Dd			<u> </u>								
20 Constitution Hwy	Orange County	68-629 Lahor 6.01 <b>8900</b>		06%	1%	10/	00/	2%	0%	F	0.088	0.577	9100	(
20 1 COHSHUUHUH FIWY	Crange County	0.01 <b>8900</b>	G	96%	170	1%	0%	<b>4</b> %	U%	Г	0.000	0.577	9100	Ċ

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

_							Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:		East of Unionvil		40/	101	00/	00/	00/	_		0.500	2000	
20 Constitution Hwy	Orange County	2.28	8200 G	96%	1%	1%	0%	2%	0%	F	0.086	0.539	8000	G
Operational burns	From		Independence R		10/	10/	00/	00/	00/	F	0.005	0.500	7700	
20 Constitution Hwy	Orange County	6.38	7900 G	96%	1%	1%	0%	2%	0%	Г	0.085	0.502	7700	G
Canaditutian I have	From:		d Dale Rd; Zoa		10/	10/	00/	00/	00/		0.005	0.515	10000	^
20 Constitution Hwy	Orange County		11000 A Germanna Hwy	96%	1%	1%	0%	2%	0%	С	0.095	0.515	10000	Α
	From	SR 20-S037A SR		OM DT 2										
20) Ramp	Albemarle County	0.13	3600 G	JM K1 Z							0.115		3600	G
20)	To:	I-64-E FROM R		NORTH										
Vorth	From:	SR 20	TO I-64 EAST											
20 Ramp	Albemarle County	0.06	2000 G								0.113		2000	G
$\smile$	То:	SR 20-S037A S	SR 20- 37A FRC	M RT 2										
North	From:		TO I-64 WEST											
20) Ramp	Albemarle County	0.10	5800 G								0.141		5800	G
<u> </u>	100		OM RT 20NOR	TH										
South 20 Ramp	Albemarle County	0.05	TO I-64 EAST 1600 G								0.165		1600	G
20) Ramp	Albernarie County	SR 20- 37A SR		M RT 2							0.165		1600	G
South	From:		TO I-64 WEST											
Ramp	Albemarle County		2100 G								0.131		2100	G
	To:	I-64-W FR	OM RT 20SOU	TH										
Bus	From:	SR 20	0; W Main St											
(20) Main St	Town of Orange	0.14	4200 G	97%	1%	2%	0%	0%	0%	С	0.1	0.502	4300	G
Bus	To: From:	US 15 Madis	son St; S Madis	on St										
20) Main St	Town of Orange	0.10	4300 G	99%	0%	1%	0%	0%	0%	F	0.094	0.525	4400	G
20)	To:		ay Ave; Byrd St											
Bus	From:		Main St	200/	00/	10/	00/	00/	00/	•		0.5	5500	_
20 Byrd St	Town of Orange	0.47	5300 G Berry Hill Rd	99%	0%	1%	0%	0%	0%	С	0.092	0.5	5500	G
	From			_										
21 (221 New River Pkwy	Grayson County	3.39	arolina State Lin	94%	0%	1%	1%	4%	0%	С	0.103	0.521	2000	G
21) (221) 11011 111101 1 11111	To:			0170	070	.,,	1 70	170	070	Ū	0.100	0.021	2000	G
21 (221)	Town of Independence (Maint:		Independence N	94%	0%	1%	1%	4%	0%	N	0.103	0.521	2000	N
21) (221)	Tomics independence (Wallit.			0.70		<del></del> -	1,0	1,0	0 /0		5.100	0.021	2000	. •
	Town of Independence (Maint:		1800 A	96%	0%	1%	1%	2%	0%	С	0.125	0.515	1900	Α
21		*		JU /6	U /0	1 /0	1 /0	<i>L</i> /0	0 /0	J	0.120	0.515	1300	^
	Grayson County	8.72	Independence N	96%	0%	1%	1%	2%	0%	N	0.125	0.515	1900	N
21	Grayson County		1800 N 91 Country Ln	90%	U-76	1 70	I 70	<b>2</b> 70	U 70	IN	0.123	0.515	1900	IN

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

_				_		Tru	ıck			K	. Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor Q	K Factor	AAWDT	Q١
~~	From:	38-791 Country Ln											
21 Elk Creek Pkwy	Grayson County	1.45 <b>1300 G</b>	96%	0%	1%	1%	2%	0%	F	0.1	0.649	1400	G
~	To: From:	38-805 Spring Valley F	Rd										
21 Elk Creek Pkwy	Grayson County	1.37 <b>1200 G</b>	96%	0%	1%	1%	2%	0%	F	0.098	0.565	1300	(
~	To:	Wythe County Line											
21 Grayson Tpke	Wythe County	Grayson County Line 5.32 1400 F		0%	1%	1%	2%	0%	F	0.094	0.61	1500	
21 Grayson Tpke	wythe County			0 /6	1 /0	1 /0	2/0	0 /6	'	0.034	0.01	1300	
Out Tale	From	98-684 Chaney Branch		00/		40/	00/	00/	_	0.000	0.000	4000	
Grayson Tpke	Wythe County	3.67 <b>1800 F</b>		0%	1%	1%	2%	0%	F	0.086	0.668	1900	
<u>*</u>	From:	98-690 Cripple Creek I 98-690 Cripple Creek Rd; Cro											
Grayson Tpke	Wythe County	6.18 <b>3100</b> F		0%	1%	1%	2%	0%	F	0.092	0.712	3300	
	Tool												
21 Grayson St	Town of Wytheville	SCL Wytheville 0.93 <b>4100 F</b>	98%	0%	1%	1%	1%	0%	С	0.097	0.636	4400	
Grayson St	To:	Main St	0070	0 70	170	1 /0	1 /0	0 70	J	0.007	0.000	4400	
	From:	Grayson St											
Main St	Town of Wytheville	0.49 <b>6100 F</b>	98%	0%	1%	1%	1%	0%	F	0.093	0.647	6600	
~	Тох	US 11, W Lee Hwy; 12th											
~~~~	From:	W Lee Hwy; 12th St		10/		00/	40/	00/	_	0.000	0.570	0400	
21 (11) Main St	Town of Wytheville	0.31 5600 F	98%	1%	0%	0%	1%	0%	F	0.089	0.579	6100	
<u> </u>	From:	4th Street US 11 Main St											
21 4th St	Town of Wytheville	0.53 13000 F	98%	0%	0%	0%	1%	0%	F	0.086	0.537	14000	
-	Too												
21 4th St	Town of Wytheville	W Ridge Rd 0.40 14000 F	98%	0%	0%	0%	1%	0%	С	0.092	0.506	15000	
21) 4111 31	rown or wytherme		30 /6	0 76	U /6	0 /6	1 /0	0 /6	O	0.032	0.500	13000	
~~	From:	Tazewell St	000/	201		00/	40/	00/	_	0.070	0.500	10000	
4th St	Town of Wytheville	0.12 15000 F	98%	0%	0%	0%	1%	0%	F	0.078	0.502	16000	
-		I-81; US 52											
Lautas Bd	From:	US 250 Shadwell	000/	40/	10/	40/	40/	00/	_	0.000	0.004	0000	
Louisa Rd	Albemarle County	2.44 8500 F	96%	1%	1%	1%	1%	0%	F	0.096	0.601	8800	
	To: From:	02-616 Black Cat Rd											
₂₂) Louisa Rd	Albemarle County	2.91 7500 F	96%	1%	1%	1%	1%	0%	С	0.095	0.638	7800	
<u> </u>	To:	SR 231 Near Cismon	t										
22) Louisa Rd	Albemarle County	3.71 1800 F	96%	1%	1%	1%	1%	0%	F	0.098	0.731	1900	
	To:	Louisa County Line											
<u> </u>	From:	Albemarle County Lin							_	- · · -			
22 Louisa Rd	Louisa County	3.99 2200 G	98%	1%	0%	0%	0%	0%	С	0.117	0.602	2200	•
	To: From:	US 15 Boswells Taver											
₂₂) Louisa Rd	Louisa County	6.23 1800 G	98%	1%	0%	0%	0%	0%	F	0.105	0.681	1800	(
\checkmark	Τα	US 33 Trevilians											
22) (33) Louisa Rd	Louisa County	3.84 5500 G	96%	1%	1%	1%	1%	0%	F	0.091	0.557	5700	(
	To:	WCL Louisa											

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

-		Primary and inters	iale 110	ules			Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	WCL Loui	sa				017.0.0				. 45151	. 40.0.		
(22) (33) West Main St	Town of Louisa (Maint: 54)	1.08 7000	G	96%	1%	1%	1%	1%	0%	F	0.089	0.522	7200	G
<u> </u>	To: From:	SR 208 LOUIS	АСН											
(22) (33) (208) West Main St	Town of Louisa (Maint: 54)	0.40 16000	G	98%	1%	1%	0%	1%	0%	F	0.085	0.509	17000	G
	To: From:	E US 33												
22 208 Louisa Rd	Town of Louisa (Maint: 54)	0.33 10000	G	96%	1%	1%	0%	1%	0%	С	0.083	0.530	11000	G
	To: From:	ECL Loui												
22 208 Davis Hwy	Louisa County	4.73 10000	N	96%	1%	1%	0%	1%	0%	Ν	0.083	0.530	11000	N
	To: From:	WCL Mine												
22 208 Davis Hwy	Town of Mineral (Maint: 54)	0.15 10000	N	96%	1%	1%	0%	1%	0%	N	0.083	0.530	11000	N
	Franci	US 522												
(22)	Scott County	1.02 21000	e Line F	93%	0%	1%	1%	5%	0%	F	0.086	0.546	22000	F
23	Tol			0070	0,0		. , 0	0,0	0,0	•	0.000	0.0.0		•
(23)	Town of Weber City (Maint: 84)	SCL Weber 0.51 21000	<u>Спу</u> F	93%	0%	1%	1%	5%	0%	F	0.084	0.522	21000	F
23	To	84-614 N Yur					.,,		• , •	-		***		
23	Town of Weber City (Maint: 84)	0.77 21000	F	93%	0%	1%	1%	5%	0%	F	0.085	0.543	22000	F
	To	84-808 Shady E												
23	Town of Weber City (Maint: 84)	0.62 21000	F	93%	0%	1%	1%	5%	0%	F	0.088	0.547	21000	F
	To	US 58, US 421 F	lilton Rd											
(23) (58) (421)	Town of Weber City (Maint: 84)	0.08 26000	F	93%	0%	1%	1%	5%	0%	F	0.084	0.532	27000	F
	To	ECL Weber	City											
(23) (58) (421)	Scott County	0.35 26000	F	93%	0%	1%	1%	5%	0%	F	0.084	0.532	27000	F
	To	SCL Gate (City											
[23] [58] [421]	Town of Gate City (Maint: 84)	0.61 26000	N	93%	0%	1%	1%	5%	0%	Ν	0.084	0.532	27000	Ν
	To	Bus US 23 East of	Gate City	/		<u> </u>								
23 (58) (421)	Town of Gate City (Maint: 84)	0.16 12000	Α	93%	0%	1%	1%	5%	0%	С	0.103	0.507	13000	Α
\bigcirc	To: From:	NCL Gate (City			_								
23 (58) (421)	Scott County	0.45 12000	N	93%	0%	1%	1%	5%	0%	Ν	0.103	0.507	13000	Ν
\bigcirc	To: From:	SCL Gate (City											
23 (58) (421)	Town of Gate City (Maint: 84)	0.36 12000	N	93%	0%	1%	1%	5%	0%	Ν	0.103	0.507	13000	N
\$ \$ \$	To: From:	NCL Gate 0	City											
(23) (58) (421)	Scott County	1.70 12000	N	93%	0%	1%	1%	5%	0%	Ν	0.103	0.507	13000	Ν
\times\time	To: From	Bus US 23 West of	Gate Cit											
(23) (58) (421) Daniel Boone Heritage Hwy	Scott County	5.99 13000	F	93%	0%	1%	1%	5%	0%	F	0.086	0.541	14000	F
	To: From:	84-870 Daniel Bo	one Trail											
(23) (58) (421)	Scott County	3.56 13000	F	93%	0%	1%	1%	5%	0%	F	0.085	0.519	14000	F
$\sim \sim \sim$	To	SR 65												

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

_						_		Tru	uck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			1Trail		QC	Factor	QK Factor	AAWDT	QW
~~~	From:	4.07	SR 65		000/	00/	10/	40/	<b>5</b> 0/	00/	_	0.000	0.500	10000	
23) (58) (421)	Scott County	4.67	13000	F	93%	0%	1%	1%	5%	0%	F	0.086	0.508	13000	F
$\sim$	Coott County		, US 421 D <b>9500</b>	uffield <b>F</b>	93%	00/	10/	10/	E0/	00/	F	0.005	0.510	0000	F
23	Scott County	0.03			93%	0%	1%	1%	5%	0%	Г	0.085	0.510	9800	Г
(22)	Town of Duffield (Maint: 84)	1.27	CL Duffiel 9500	ld N	93%	0%	1%	1%	5%	0%	N	0.085	0.510	9800	N
23)	Tolling (Waint: 04)				0070	0 70		1 /0	070	0 /0		0.000	0.010	0000	
23)	Scott County	2.82	ICL Duffiel 9500	<u>N</u>	93%	0%	1%	1%	5%	0%	N	0.085	0.510	9800	N
23)	To:		e County L		0070	0 70		1 /0	0 70	0 / 0		0.000	0.010	0000	.,
~~~	From:		ott County L												
23	Lee County	4.08	9100	G	94%	0%	1%	0%	5%	0%	F	0.086	0.530	9500	G
	To: From:		se County L e County L												
23 Orby Cantrell Hwy	Wise County	2.06	10000	G	94%	0%	1%	0%	5%	0%	F	0.089	0.591	11000	G
, ,	To	07.9/	14 S, Wilde												
23 Orby Cantrell Hwy	Wise County	1.84	9800	A A	94%	0%	1%	0%	5%	0%	С	0.107	0.529	10000	Α
25),,	To														
ALT	From:	BUS US 23									_				
23) (58) Orby Cantrell Hwy	Wise County	1.31	12000	<u> </u>	94%	0%	1%	0%	5%	0%	F	0.094	0.516	12000	F
ALT	From:		S, Powell V S Powell V												
23) 58 Orby Cantrell Hwy	Wise County	5.30	15000	F	94%	0%	1%	0%	5%	0%	F	0.092	0.532	16000	F
	Toe	97-6101	N Powell V	allev Rd											
ALT	Wice County			F		00/	10/	00/	E0/	00/	F	0.007	0.541	15000	_
23 (58) Orby Cantrell Hwy	Wise County	0.86	15000		94%	0%	1%	0%	5%	0%	Г	0.087	0.541	15000	F
ALT	Ta: From:	Ţ	WCL Norto	n											
23 (58)	City of Norton (Maint: 97)	1.03	14000	G	94%	0%	1%	0%	5%	0%	F	0.087	0.541	15000	G
\rightarrow \leftarrow	To- From:	11Ti	n St; 12th S	t Ext											
ALT 23 58 Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50	16000	F	93%	0%	1%	1%	5%	0%	С	0.088	0.517	16000	F
23) (36) 313) 341113111111						0 70		1 /0	070	0,0	Ū	0.000	0.017	10000	•
23 Orby Cantrell Hwy	City of Norton (Maint: 97)	ALT US 58, SR 0.74	283 Norto	n-Coebu G	n Hwy 94%	0%	1%	0%	5%	0%	F	0.082	0.525	21000	G
23) Orby Garilleii Tiwy	only of Norton (Maint. 97)				J+ /0	0 70	1 70	0 70	370	0 70		0.002	0.525	21000	a
	Wise County	0.88	NCL Nortor 20000	n F	95%	0%	1%	0%	3%	0%	F	0.082	0.525	22000	F
23)	wise County					0 /6	1 /0	0 /0	3 /0	0 /6	'	0.002	0.525	22000	'
	Wice County		23 North of			00/	10/	Λο/	20/	Λο/		0.102	0 F	22000	^
23)	Wise County	0.46	20000	Α	95%	0%	1%	0%	3%	0%	С	0.102	0.5	22000	Α
	To:		SCL Wise		0501	001		00′	001	001	, i	0.400	2.5	00000	
23	Town of Wise (Maint: 97)	0.42	20000 S 23 South o	N of Wise	95%	0%	1%	0%	3%	0%	N	0.102	0.5	22000	N
<u></u>	From:		S of Wise		Rd										
23 Orby Cantrell Hwy	Town of Wise (Maint: 97)	1.44	14000	F	95%	0%	1%	0%	3%	0%	F	0.084	0.555	15000	F
	To:		NCL Wise												

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

			iu interstate					Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT C	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		NCL Wise				ZAXIE	3+AXIE	IIIali	ZIIdii		racioi		racioi		
(22)	Wise County	0.52		N	95%	0%	1%	0%	3%	0%	Ν	0.084		0.555	15000	Ν
(23)	To:		S 23 North of W					• / •	-,-	-,-						
	From:		North of Wise,		St											
Orby Cantrell Hwy	Wise County	4.10	13000	F	95%	0%	1%	0%	3%	0%	F	0.077		0.582	14000	F
\bigcirc	To	97-6	34 Bean Gap R	2d			\neg \vdash									
23 Orby Cantrell Hwy	Wise County	3.56		F	95%	0%	1%	0%	3%	0%	F	0.082		0.552	13000	F
	To:	Day HC	23 South of Po	anad												
23 Orby Cantrell Hwy	Wise County	2.40		F	95%	0%	1%	0%	3%	0%	F	0.085		0.629	7900	F
(23) 010, 041110111111				•		0,0		0 / 0	0,0	0,0	•	0.000		0.020		•
	Town of Pound (Maint: 97)	0.13	WCL Pound	NI .	95%	0%	1%	0%	3%	0%	N	0.005		0.629	7000	N
23	Town of Pound (Maint. 97)	0.13	7400	N	95%	0%	1 70	0%	3%	0%	IN	0.085		0.029	7900	IN
	To: From:		s US 23 North													
23	Town of Pound (Maint: 97)	1.16	6100	G	95%	0%	1%	0%	3%	0%	F	0.075		0.521	NA	
<u> </u>	To: From:		NCL Pound													
Orby Cantrell Hwy	Wise County	2.02	6500	F	95%	0%	1%	0%	3%	0%	F	0.075		0.521	7000	F
\bigcirc	То:	Ken	tucky State Line	e												
North	From:		US 23													
$\widetilde{23}$ Ramp From US 23 (Overlap) to SR 283	, Alt US 58City of Norton (Maint: 97)	0.21	2800	G								0.094			3000	G
\bigcirc	To:		US 23; Gap													
Bus Bus Bus	From:	US 23	South of Gate C	City												
[23] [58] [421]	Town of Gate City (Maint: 84)	0.23	17000	F	99%	0%	1%	0%	0%	0%	F	0.099		0.512	18000	F
\bigcirc	To:	84	l-836 Jones St				— L									
Bus Bus Bus	Toward Code City (Market Cd)			_	000/	00/	40/	00/	00/	00/	_	0.000		0.550	0000	_
[23] [58] [421]	Town of Gate City (Maint: 84)	0.47	8800	F	99%	0%	1%	0%	0%	0%	С	0.090		0.559	9600	F
Bus Bus Bus	To: From:	SR	71 E Jackson St	t												
23) (58) (421) W Jackson St	Town of Gate City (Maint: 84)	0.12	5900	F	99%	0%	1%	0%	0%	0%	F	0.087		0.522	6400	F
	To:		nville Rd; Muno	cipal I												
Bus Bus Bus	From:		Ianville Rd; Mu													
(23) (58) (421) W Jackson St	Town of Gate City (Maint: 84)	0.15	8600	F	99%	0%	1%	0%	0%	0%	F	0.095		0.535	9300	F
Dur Bur Bur	To: From:	{	34-763 Fir St													
Bus Bus Bus (23) (58) (421) Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84	3400	F	99%	0%	1%	0%	0%	0%	F	0.09		0.598	3700	F
(23) (58) (421) Daniel Boone Rd	Town of date only (Maint: 04)				33 /6	0 /6	1 /0	0 /6	0 /6	0 76	'	0.03		0.530	3700	'
Bus Bus Bus	To: From:	84-	-762 Starnes St													
23) (58) (421) Daniel Boone Rd	Town of Gate City (Maint: 84)	0.80	2500	F	97%	0%	1%	1%	1%	0%	С	0.100		0.502	2700	F
	Τα	W	CL Gate City													
Bus Bus Bus	From				.=-:											
(23) (58) (421)	Scott County	0.04		N	97%	0%	1%	1%	1%	0%	N	0.100		0.502	2700	N
***	To	US	23 Bus W. INT	<u> </u>												
Bus (23)	From:		3 South of Pour													
[23]	Wise County	0.34		F	96%	0%	1%	1%	2%	0%	С	0.088		0.536	6400	F
~	To:		SCL Pound													

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

							Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
Bus	From:		SCL Pound											
23)	Town of Pound (Maint: 97)	2.74	6100 N	96%	0%	1%	1%	2%	0%	N	0.088	0.536	6400	N
	From		23 & 97-T630											
Bus 23 Norton Rd	Town of Wise	0.21	Orby Cantrell Hwy 10000 F	99%	0%	0%	0%	0%	0%	С	0.089	0.516	11000	F
=======================================	Τα		-757 Norton Coeb											
Bus 23 (Norton Rd	Town of Wise	1.00	14000 F	98%	0%	1%	0%	0%	0%	F	0.089	0.522	15000	F
Norton Rd	To:		Main Street	30 /6	0 /6	1 /0	0 /6	0 /6	0 /0	•	0.009	0.322	13000	'
Bus	From:		Norton Rd											
Main St	Town of Wise	0.36	6100 F	98%	0%	1%	0%	0%	0%	F	0.092	0.544	6700	F
Bus	To: From:		Hall Ave											
Main St	Town of Wise	0.42	3700 F	98%	0%	1%	0%	0%	0%	С	0.097	0.560	4000	F
	To: From:	Ad	ldington Ave											
23 Main St	Town of Wise	0.11	4700 G	98%	0%	1%	0%	0%	0%	F	0.095	0.539	4900	C
~	To	,	NCL Wise											
Bus 23 West Main St	Wise County	0.65	3900 F	97%	1%	1%	1%	1%	0%	С	0.095	0.539	4300	ı
Vest Main St	To:		3 North of Wise	31 /6	1 /0	1 /8	1 /0	1 /0	0 /6	O	0.033	0.559	4300	'
Bus ALT	From:		US 23											
23 (58) Gilley Ave	Wise County	0.35	9400 G	98%	0%	1%	0%	1%	0%	F	0.086	0.525	9800	C
Sus ALT	To: From:	SCL	Big Stone Gap											
23 (58) Gilley Ave	Town of Big Stone Gap	0.93	9300 F	98%	0%	1%	0%	1%	0%	С	0.086	0.525	10000	F
5 5 5 5	To:		E 5th St											
Bus ALT	Town of Big Stone Gap	0.24	Gilley Ave 8000 F	98%	0%	1%	0%	1%	0%	F	0.085	0.505	8700	ı
23) (58) E 5th St	Town of Big Stone Gap			90%	0%	1 70	0%	1 70	0%	Г	0.065	0.505	6700	-
Bus	From:		JS 58 Wood Ave											
E 5th St	Town of Big Stone Gap	0.28	6900 F	98%	0%	1%	0%	1%	0%	F	0.087	0.533	7500	F
Bus	To: From:	A	Aviation Rd											
23 E 5th St	Town of Big Stone Gap	0.47	5100 F	97%	0%	1%	0%	2%	0%	С	0.089	0.557	5600	F
	To: From:	NCL	Big Stone Gap											
Roaring Branch Rd	Wise County	1.49	7100 G	95%	0%	1%	1%	3%	0%	С	0.089	0.557	7400	(
~ <u></u>	To	SC	L Appalachia											
Bus 23 Main St	Town of Appalachia (Maint: 97)	1.98	5100 N	97%	0%	1%	0%	2%	0%	N	0.089	0.557	5600	1
23) Wall Ot	Town of Apparacina (maint: 97)			J1 /0	U /0	1 /0	U /0	£ /0	U /0	ıN	0.003	0.557	3000	
Bus	From:		L Appalachia				221		221					
Kent Junction Rd	Wise County	7.83	5100 N 97-621	97%	0%	1%	0%	2%	0%	N	0.089	0.557	5600	Ν

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

		Fillialy all						Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
Bus	From:		97-621												
(23) Kent Junction Rd	Wise County	0.13	4200	N	95%	0%	1%	1%	3%	0%	Ν	0.090	0.513	4600	Ν
Ruc	To- From:	S	SCL Norton	ı											
Bus 23 Park Ave	City of Norton	0.59	4200	F	95%	0%	1%	1%	3%	0%	F	0.090	0.513	4600	F
	To		15th Street												
Bus	From:				050/	00/	40/	40/	00/	00/	_	0.000	0.500	0700	_
23 Park Ave	City of Norton	0.56	8000	F	95%	0%	1%	1%	3%	0%	F	0.086	0.599	8700	F
Bus	To: From:		11th St												
23 Park Ave	City of Norton	0.33	7300	F	95%	0%	1%	1%	3%	0%	F	0.087	0.545	7900	F
$\overline{}$	To- France		8th St												
Bus 23 Park Ave	City of Norton	0.34	8200	F	95%	0%	1%	1%	3%	0%	F	0.087	0.519	8900	F
(23) 1 411(7110	Trol					0 70		1 70	0,70	070	•	0.007	0.010	0000	·
Bus	From:		74 Coeburn												
23 Park Ave	City of Norton		10000	F	95%	0%	1%	1%	3%	0%	F	0.091	0.533	11000	F
Bus	From:		23, SR 283; US 23, SR		ve										
23 Park Ave	City of Norton		3600	F	98%	0%	0%	0%	1%	0%	F	0.094	0.531	3900	F
\bigcirc	To		12th St NE												
Bus	From:														
23 Park Ave	City of Norton	0.04	4100	F	98%	0%	0%	0%	1%	0%	F	0.107	0.531	4500	F
Bus	To: From:	1	NCL Norton	1											
23 Esserville Rd	Wise County	0.40	4600	F	98%	0%	0%	0%	1%	0%	С	0.102	0.527	5000	F
$\overline{}$	To:	US 23 N of N	orton Orby	Cantreli	Hwy										
	From:		16 Jefferso	n St											
(24) Elm Avenue	City of Roanok	e 0.17	13000	F	97%	1%	1%	1%	1%	0%	F	0.087	0.611	14000	F
<u> </u>	To From:		I-581												
(24) Elm Avenue	City of Roanok	e 0.25	25000	F	97%	1%	1%	1%	1%	0%	С	0.087	0.611	27000	F
$\stackrel{\smile}{=}$	To: From:	SR	24 Par, 6th	St			\Box \vdash								
24) Bullitt Avenue	City of Roanok	e 0.68	9800	F	98%	0%	0%	0%	1%	0%	С	0.116		11000	F
\smile	Combined Traffic Estimates for 2 Parallel Ro			F	98%	0%	1%	0%	1%	0%	С	0.087	F 0.615	22000	F
	To: From:	SR	24 P, 13th	St											
24 Jamison Ave	City of Roanok	e 0.19	13th St 25000	F	98%	0%	1%	0%	1%	0%	F	0.088	0.612	28000	F
24) 0011130117110	To:	0.10	Dale Ave	•	3070	0 70		0 70	1 /0	070	•	0.000	0.012	20000	
	From:		amison Ave												
24) Dale Ave	City of Roanok		23000	F	98%	0%	1%	0%	1%	0%	F	0.09	0.632	25000	F
$\overline{}$	To: From:		CL Roanok VCL Vintor												
24 Virginia Ave	Town of Vintor		24000	F	98%	0%	1%	0%	1%	0%	F	0.092	0.644	26000	F
24) Tilgilla / 110	_ -			•	00 /0	0 /0		0 /0	1 /0	0 /0	•	5.002	0.044	20000	
24 Virginia Ave	Town of Vinter		Pollard St 21000	F	000/	00/	00/	00/	10/	00/		0.000	0.604	22000	
(₂₄) Virginia Ave	Town of Vintor	u.80	∠ 1000	г	99%	0%	0%	0%	1%	0%	С	0.089	0.681	23000	F

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

		Filliary and inters					Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q١
	From:	Hardy Rd	<u> </u>											
By Pass Rd	Town of Vinton	0.39 14000	F	99%	0%	0%	0%	1%	0%	F	0.092	0.608	15000	F
	To:	Washington .	Ave											
	From:	Bypass Ro												
₂₄) Washington Ave	Town of Vinton	0.53 22000	F	99%	0%	0%	0%	1%	0%	F	0.090	0.699	24000	F
\sim	To: From:	ECL Vinto	n											
Washington Ave	Roanoke County	1.25 19000	F	99%	0%	0%	0%	1%	0%	F	0.11	0.674	21000	-
-9	To:	Bedford Count	y Line											
_	From:	Roanoke Count												
24) Stewartsville Rd	Bedford County	0.08 18000	G	99%	0%	0%	0%	1%	0%	F	0.095	0.719	19000	(
	To:	80-651 East of	Vinton											
	From:	80-651 East of Vinton; M												
24) Stewartsville Rd	Bedford County	4.90 15000	G	98%	0%	1%	0%	1%	0%	F	0.095	0.736	16000	(
<i></i>	To	09-635 Lovers	Lane											
Stewartsville Rd	Bedford County	2.04 9100	G	98%	0%	1%	0%	1%	0%	С	0.093	0.706	9500	
	From:	09-755 W, Morgan			00/	10/	00/	40/	00/	_	0.000	2.225	0000	
Stewartsville Rd	Bedford County	2.15 8500	G	98%	0%	1%	0%	1%	0%	F	0.093	0.685	8900	
	From:	09-746 Near Cham		CILD 4										
Stowartovilla Pd	Podford County	09-746 Chamblissburg, D		98%	0%	1%	0%	10/	00/	F	0.001	0.600	E400	
Stewartsville Rd	Bedford County	4.57 5100	G	90%	0%	1 70	0%	1%	0%	Г	0.091	0.609	5400	•
<u>-</u>	To: From:	09-801 Stony Fe	ork Rd											
24) Stewartsville Rd	Bedford County	3.69 2500	G	98%	0%	1%	0%	1%	0%	F	0.094	0.575	2600	•
<u> </u>	To:	SR 122 Monet												
	From:	SR 122 Manet								_				
24) Shingle Block Rd	Bedford County	5.51 2300	G	98%	0%	1%	0%	1%	0%	F	0.091	0.512	2500	(
<u> </u>	To	SR 43 W, Virgini	a Byway			<u> </u>								
24) (43) Glenwood Dr	Bedford County	2.58 2800	Ğ	91%	0%	2%	2%	5%	0%	С	0.088	0.536	2900	(
	, T-1													
	From:	SR 43 E, Leesv		000/	00/	10/	40/	00/	00/	_	0.004	0.004	0700	
24) Wyatts Way	Bedford County	7.59 2500	G	96%	0%	1%	1%	2%	0%	С	0.094	0.684	2700	•
	From:	Campbell Count Bedford Count	_											
Colonial Hwy	Campbell County	2.06 330	G	92%	0%	2%	4%	3%	0%	С	0.132	0.556	340	
Colonial Hwy	Campbell County	2.00 330	G	<i>32</i> /6	0 /6	2 /0	4 /0	J /6	0 /6	O	0.132	0.550	340	
	To: From:	15-811 Near Ev												
24) Colonial Hwy	Campbell County	6.68 1300	G	92%	0%	2%	4%	3%	0%	F	0.1	0.528	1300	
<i></i>	Tα	US 29												
24) Colonial Hwy	Campbell County	4.32 3400	G	92%	2%	1%	1%	5%	0%	С	0.101	0.565	3500	(
-),										-		2.230		
	From:	US 501 SW of R		070/	00/		201	00/	201		0.00=	0.555	11005	
24) (501) Campbell Hwy	Campbell County	0.92 10000	G	97%	0%	1%	0%	2%	0%	F	0.097	0.555	11000	(
	To	US 501 SW of R	ustburg											
24) Village Hwy	Campbell County	6.38 3900	G	92%	1%	1%	1%	4%	0%	F	0.101	0.615	4000	(
	То:	15-656 Crews Shop Rd;												

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

		Fillialy at						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	15-656 Crews	Shop Rd; P	lum Brar	ich Rd											
24) Village Hwy	Campbell County	3.16	3800	G	92%	1%	1%	1%	4%	0%	С	0.107		0.558	3900	G
$\overline{}$	To: From:		W US 460				\neg \vdash									
24) (460) Lynchburg Hwy	Campbell County	0.11	18000	N	93%	0%	1%	1%	4%	0%	Ν	0.085		0.612	18000	Ν
	To:		nattox Coun													
Dishmand Llus	Annomattay County		pbell County		93%	0%	1%	10/	40/	0%	F	0.005		0.610	18000	G
24 (460) Richmond Hwy	Appomattox County	3.28	18000	G	93%	0%	1%	1%	4%	0%	Г	0.085		0.612	18000	G
	From	1.00	06-689		000/	201		40/	40/	00/		0.000		0.500	47000	
24 (460) Richmond Hwy	Appomattox County	4.09	17000	G	93%	0%	1%	1%	4%	0%	F	0.083		0.583	17000	G
$\overline{}$	To- From:		L Appomatt													
24) (460) Richmond Hwy	Town of Appomattox (Maint: 06)	0.42	17000	N	93%	0%	1%	1%	4%	0%	N	0.083		0.583	17000	N
<u> </u>	To: From:]	BUS US 46	0												
24) (460) Richmond Hwy	Town of Appomattox (Maint: 06)	0.72	9800	G	93%	0%	1%	1%	4%	0%	F	0.085		0.581	10000	G
	To:	***	ERT 460													
Old Courthouse Rd	Appomattox County	5.23	50 Richmone 3500	d Hwy G	91%	1%	2%	1%	5%	0%	F	0.096		0.605	3600	G
Old Courthouse Rd	Appointation County					1 /0		1 /0	J /0	0 /6	'	0.090		0.003	3000	G
Old Countries Bd	From:	06-616 Wildy				40/		40/	F0/	00/	_	0.007		0.507	0400	_
24) Old Courthouse Rd	Appomattox County	4.92	2000 ngham Coun	G	91%	1%	2%	1%	5%	0%	С	0.097		0.507	2100	G
	From:		ngnam Coun nattox Coun	_												
24)	Buckingham County	8.71	1600	F	91%	1%	2%	1%	5%	0%	F	0.101		0.646	1600	F
	To:	U	S 60 Mt Ru	sh												
	From:	SR 24	FROM RT 5	581 S &												
24) Ramp	City of Roanoke (Maint: 80)	0.09	6700	G								0.082			6700	G
\smile	To:	US 220 FROM	1 RT 2400-	ELM ST	REET											
	From:	SR 24	TO RT 581	N & F												
24) Ramp	City of Roanoke (Maint: 80)	0.08	13000	G								0.080			13000	G
	To:	I-581-N FRON	A RT 2400-	ELM ST	REET											
_	From:		6th St													
24) Jamison Ave	City of Roanoke	0.68	10000	F	98%	0%	1%	0%	1%	0%	С	0.085			11000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	20000	F	98%	0%	1%	0%	1%	0%	С	0.087	F	0.615	22000	F
	Tor	SR 24 Jami	son Ave; Bu	ıllitt Ave	nue											
	From:	US 46	60 Richmon	d Hwy												
(26) Oakville Rd	Appomattox County	5.03	2600	G	91%	0%	1%	2%	6%	0%	С	0.083		0.768	2700	G
\smile	To	06-608 Piney N	Mountain Ro	l; Stonev	all Rd											
26) Oakville Rd	Appomattox County	7.80	1500	G	91%	0%	1%	2%	6%	0%	F	0.089		0.594	1600	G
\smile	Tα	US	60 Bent Cr	eek												
	From:	SR 27-W001A	SR 27-E001	IA FROM	M RT 2											
27 Ramp	Arlington County	0.13	NA									NA			NA	
\smile	To:	00-6624 TO AF	RLINGTON	RIDGE	ROAD											

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

Route	Jurisdiction	n Length	AADT	QA 4Tir	e Bus		Trι 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	- QI
	From:	Ramp from	SR 27 Washir	ngton Blvd		ZAXIE	3+Axie	IIIali	ZIIali		i actor		i actor		
27) Ramp	Arlington Cou	inty 0.22	16000	G							0.112			16000	(
<u> </u>	Το:		I-395 South												
ast	From:		ington Blvd;	00-6700											
₂₇) Washington Blvd	Arlington Cou	inty 0.82	36000	G 98%	6 1%	0%	0%	0%	0%	F	0.084			38000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	70000	G 98%	6 1%	0%	0%	0%	0%	F	0.087	F	0.512	74000	(
	T _C	SR 24	14 Columbia I	Pike											
ast 27) Washington Blvd	Arlington Cou	inty 0.35	47000	G 98%	6 1%	0%	0%	0%	0%	F	0.091			50000	
27) Washington Biva	Combined Traffic Estimates for 3 Parallel F	•		G 98%		1%	0%	0%	0%	, E	0.081	F	0.514	107000	
	Combined Trainic Estimates for 31 araner i	toadways off this floute.		G 307	0 1/0	1 /0	0 /6	0 /6	0 /6	'	0.001	'	0.514	107000	
ast	To: From:		I-395												
(27) Washington Blvd	Arlington Cou	inty 0.52	23000	G 98%	6 1%	0%	0%	0%	0%	С	0.126			24000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	47000	G 98%	6 1%	0%	0%	0%	0%	F	0.086	F	0.613	50000	
	To	SR	244; Pentago	n											
ast 27 Washington Blvd	Arlington Cou		31000	G 98%	6 1%	0%	0%	0%	0%	_	0.126			33000	
VVasilington biva	Combined Traffic Estimates for 2 Parallel F	•		G 98%		0%	0%	0%	0%	' -	0.120	F	0.675	69000	
	Combined Trainic Estimates for 2 Parallel P	hoadways on this houte.		G 907	o 17o	0%	076	076	0%	Г	0.000	Г	0.675	69000	
ast	To: From:		SR 110												
7 Washington Blvd	Arlington Cou	inty 0.52	28000	G 98%	6 1%	0%	0%	0%	0%	F	0.133			30000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	49000	G 98%	6 1%	0%	0%	0%	0%	F	0.097	F	0.791	52000	
	To:	Во	oundary Drive)											
ast	From:	SR 27-E TO RT 395		ARLINGTON	RID										
27) Ramp	Arlington Cou		NA								NA			NA	
	То:	SR 27-W001A	SR 27- 1A I	FROM RT 2											
ast	From:	SR 27-E TO RT 395		RMY NAVY	/ DRI										
27) Ramp	Arlington Cou	inty 0.19	NA								NA			NA	
oot .	To: From:	I-395-N008D FROM	I RT 395 NO	RTH & ARL	NGT										
ast 27) Ramp	Arlington Cou	inty 0.19	NA								NA			NA	
.1)	таг	•				i									
ast	From:	SR 27-E001C		AVY DRIVE											
27) Ramp	Arlington Cou	•	19000	G							0.092			19000	
	To:		I-395 North												
ast	From:	SR 27-E001B		AVY DRIVE	,										
27) Ramp	Arlington Cou	•	NA								NA			NA	
	To:		C FROM RT			<u> </u>									
lev	From		Reversible La		/ OC'		00/	00/	00/	0	0.404			10000	
Washington Blvd	Arlington Cou	•	7700	G 99%		0%	0%	0%	0%	С	0.121	_	0.54.6	10000	
~	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	99000	G 98%	6 1%	1%	0%	0%	0%	F	0.081	F	0.514	107000	(

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

		·						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		ington Blvc													_
(27) Washington Blvd	Arlington Count	•	35000	G	98%	1%	0%	0%	0%	0%	F	0.09	_	0.540	37000	G
	Combined Traffic Estimates for 2 Parallel Ro			G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.512	74000	G
West	To- From:	SR 24	14 Columbia	a Pike												
(27) Washington Blvd	Arlington Count	,	44000	G	98%	0%	1%	1%	0%	0%	С	0.08			47000	G
\smile	Combined Traffic Estimates for 3 Parallel Ro	adways on this Route:	99000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.513	107000	G
West	To- From:		I-395													
(27) Washington Blvd	Arlington Count	y 0.13	24000	G	98%	1%	0%	0%	0%	0%	F	0.102			25000	G
	Combined Traffic Estimates for 2 Parallel Ro			G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.613	50000	G
	To		14 Columbia	a Pike												
West (27) Washington Blvd	Arlington Count		34000	G	98%	1%	0%	0%	0%	0%	F	0.113			36000	G
(27) Washington Blvd	Combined Traffic Estimates for 2 Parallel Ro			G	98%	1%	0%	0%	0%	0%	F	0.113	F	0.675	69000	G
	Combined Traine Estimates for 21 araner no	adways on this rioute.		G	30 /6	1 /0	0 /6	0 /6	0 /6	0 /6	'	0.000	'	0.075	03000	ч
West	From:		SR 110													
(27) Washington Blvd	Arlington Count	-	21000	G	98%	1%	0%	0%	0%	0%	F	0.103			22000	G
	Combined Traffic Estimates for 2 Parallel Ro			G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.791	52000	G
	10.		oundary Dri													
West (27) Ramp	Arlington Count	SR 27-W TO RT 395 y 0.08	SOUTH 8	& ARLIN	NGTON R	ID						NA			NA	
(27) Hamp	Annigion Count											13/3			IVA	
West	From:	SR 27-W00		395 SOL	JTH											
(27) Ramp	Arlington Count	<u> </u>	NA									NA			NA	
	10:	SR 27- 1A SF														
West 77 Ramp	Fron:Arlington Count	SR 27-W00 v 0.11	1A TO RT : 23000	395 SOI G	JTH							0.087			23000	G
27 Ramp	Ariington Count		I-395 South									0.067			23000	G
	From		S 29 N of F		n .											
28 Catlett Rd	Fauguier Count		9700	G	95%	0%	1%	2%	2%	0%	F	0.089		0.652	9900	G
20)	To	110 17	North of B	anlaton												
28 Catlett Rd	From: Fauquier Count		13000	G	95%	0%	1%	2%	2%	0%	F	0.091		0.705	13000	G
20)	To		-610 Midla													
28 Catlett Rd	From:— Fauquier Count		14000	G	95%	0%	1%	2%	2%	0%	F	0.092		0.723	14000	G
(20)	To															
28 Catlett Rd	Fauquier Count		616 Calver	G	95%	0%	1%	2%	2%	0%	F	0.091		0.763	13000	G
20)	. 4342.31 Count					- 7,0										
28 Catlett Rd	Fauguier Count		0-806 Catle 15000	G	95%	0%	1%	2%	2%	0%	С	0.093		0.757	15000	G
20) 54	To		Villiam Cou					_,0	_/0	0 /0	-	0.000			. 5000	~
	From		uier County													
(28) Nokesville Rd	Prince William Cou		16000	G	95%	0%	1%	2%	2%	0%	F	0.096		0.712	16000	G
\sim	Tα	76-6	52 Fitzwate	er Dr												

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

5 .						_		-Truck			K	017	Dir		
Route	Jurisdiction	n Length	AADT	QA ·	4Tire	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	(
8 Nokesville Rd	From: Prince William C		552 Fitzwater I 14000		95%	0%	 1% 2°	% 2%	0%	F	0.086		0.672	15000	
8 Nokesville Rd	Time William C				33 /6	0 76		/6 2/6	0 /6	'	0.000		0.072	13000	
Nokesville Rd	Prince William C		215 Vint Hill F 24000		97%	0%	1% 1	% 1%	0%	F	0.089		0.656	25000	
26) - 16.16676 - 1.6	To				0. 70	0,0		.,,	0 70	•	0.000		0.000		
28 Nokesville Rd	From:L Prince William C		619 Bristow R 37000		97%	0%	1% 1	% 1%	0%	С	0.089		0.656	38000	
	То		660 Piper Lan												
28) Nokesville Rd	From:L Prince William C		•		97%	0%	1% 1	% 1%	0%	F	0.089		0.656	40000	
	Tor	SR 23	4, WCL Mana	26226											
Nokesville Rd	From:L City of Manas				97%	1%	1% 1	% 1%	0%	F	0.083		0.568	32000	
	To:	154	5-5 Godwin D)r											
Nokesville Rd	City of Manas		17000		97%	1%	1% 1	% 1%	0%	F	0.083		0.568	19000	
<u> </u>	To:	V	Vellington Rd												
28 Center St	City of Manas		20000		97%	1%	1% 1	% 1%	0%	F	0.088		0.587	21000	
<u> </u>	To		Church St				— —								
28 Center St	City of Manas	sas 0.25	9400	G	97%	1%	1% 1	% 1%	0%	F	0.08			10000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	19000	G	97%	1%	1% 1	% 1%	0%	F	0.078	F	0.511	21000	
	To: From:	Bus S	R 234 Grant A	Ave											
28 Center St	City of Manas	sas 0.37	12000	G	97%	1%	1% 1	% 1%	0%	F	0.080			13000	
	Combined Traffic Estimates for 2 Parallel F	-		G	97%	1%	1% 1	% 1%	0%	F	0.078	F	0.696	26000	
	To: From:		Zebedee St Center St												
28) Zebedee St	City of Manas	sas 0.09	10000	G	97%	1%	1% 1	% 1%	0%	F	0.071			11000	
-9)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	22000	G	97%	1%	1% 1	% 1%	0%	F	0.077	F	0.572	24000	
		This link	k is signed	SR 28											
	To	1SR 28	3 P, Centreville	le Rd											
28) Centreville Rd	City of Manas	sas 1.10	29000	G	97%	1%	1% 1	% 1%	0%	F	0.071		0.514	30000	
<i></i>	To:		Villiam County	_											
28 Centreville Rd	Prince William C		CL Manassas 29000		97%	1%	1% 1	% 1%	0%	Ν	0.071		0.514	30000	
20) 301111 011110 1 10	To:		Manassas Pa		0. 70	. , ,		.,,,,	0,0		0.07		0.0	00000	
	From:		Villiam County	-											
28 Centreville Rd	City of Manassas	s Park 0.01	29000	N	97%	1%	1% 1	% 1%	0%	N	0.071		0.514	30000	
	Tα· From:		Liberia Ave												
Centreville Rd	City of Manassas		46000		97%	1%	1% 1	% 1%	0%	F	0.065		0.563	48000	
	From:		CL Manassas L Manassas Pa												
28) Centreville Rd	Prince William C		52000		97%	1%	1% 1	% 1%	0%	F	0.067		0.580	55000	
\smile	To		fax County Li												
Centreville Rd	Fairfax Coun		Villiam County 55000		97%	1%	_ 1% 1	% 1%	0%	F	0.067		0.629	60000	
28 Centreville Rd	ramax Coun	•	w Braddock R		J1 /0	1 /0	1 /0	/O I/O	U /0	'	0.007		0.023	00000	

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

		Filliary and interstate hout				Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	New Braddock Rd											
(28) Centreville Rd	Fairfax County	0.80 56000 F	97%	1%	1%	1%	1%	0%	F	0.065	0.6	60000	F
<u> </u>	To: From:	US 29 Centreville											
28) Sully Rd	Fairfax County	0.54 79000 F	97%	1%	1%	1%	1%	0%	F	0.073	0.716	85000	F
<u> </u>	To: From:	I-66 North of Centreville											
28 Sully Rd	Fairfax County	2.07 103000 A	97%	1%	1%	1%	1%	0%	С	0.086	0.727	112000	Α
$\overline{}$	To: From:	29-662 Westfields Blvd											
(₂₈) Sully Rd	Fairfax County	1.88 103000 A	97%	1%	1%	1%	1%	0%	F	0.092	0.554	114000	Α
<u> </u>	To: From:	US 50 Dulles Airport											
28 Sully Rd	Fairfax County		97%	1%	1%	1%	1%	0%	F	0.095	0.508	120000	Α
<u> </u>	To: From:	Loudoun County Line Fairfax County Line											
28 Sully Rd	Loudoun County		97%	1%	1%	1%	1%	0%	F	0.095	0.508	140000	Α
,	To	SR 267 Dulles Toll Rd											
(28) Sully Rd	From: Loudoun County		97%	1%	1%	1%	1%	0%	F	0.081	0.556	151000	G
(20)	To	53-606 Old Ox Rd											
28 Sully Rd	From: Loudoun County		97%	1%	1%	1%	1%	0%	F	0.084	0.559	139000	Α
(28) 54, 1.13	To.		0. 70	. , ,		. , 0	. , 0	0,0	•	0.00	0.000	.00000	•
28) Sully Rd	Loudoun County	54-846 Sterling Blvd 1.13 122000 A	97%	1%	1%	1%	1%	0%	F	0.082	0.597	132000	Α
(28) Suny 110	To Tool		01 70	1 70		170	1 70	0 70	·	0.002	0.007	102000	,,
28) Sully Rd	Loudoun County	53-625 Waxpool Rd 3.16 75000 A	97%	1%	1%	1%	1%	0%	F	0.084	0.589	81000	Α
28) Guily 110	To:	SR 7 Harry Byrd Hwy	01 70	1 70		170	1 70	0 70	·	0.001	0.000	01000	,,
	From:	SR 28-N030A SR 28-S030A TO RT	Γ 66										
28) Ramp	Fairfax County	0.18 31000 F								0.067		31000	F
\smile	То:	I-66-E FROM RT 28 SOUTH & NOI	RTH										
	From:	SR 28 I-66-W053B FROM & TO RT	Т 66										
(28) Ramp	Fairfax County		95%	1%	1%	1%	2%	0%	С	0.092		17000	G
<u> </u>	To:	I-66-W FROM RT 28 NORTH & SO	UTH										
North	From:	SR 28 RO RT 66 EAST 0.12 15000 G	98%	1%	10/	00/	10/	00/	_	0.000		15000	_
28 Ramp	Fairfax County	0.12 15000 G SR 28-S030A SR 28- 30A TO RT		170	1%	0%	1%	0%	С	0.093		15000	G
North	From:	SR 28 TO RT 66 WEST	00										
(28) Ramp	Fairfax County	0.04 NA								NA		NA	
20) 11	To:	SR 28-S030B FROM 28 S											
South	From:	SR 28 Sully Rd											
28) Ramp	Fairfax County	0.07 16000 G	95%	1%	1%	1%	2%	0%	С	0.077		16000	G
$\overline{}$	Tα	SR 28-N030A SR 28- 30A TO RT	66										
South	From:	SR 28 TO RT 66 WEST											
(28) Ramp	Fairfax County	0.07 NA								NA		NA	
\sim	То:	SR 28-N030B SR 28- 30B FROM 2	28 S										

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

		Fillially al	10 11110101	410 110				т				I/		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	- 1						2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
Church St	City of Manassas	0.24	R 28 Center		97%	1%	10/	10/	10/	00/	F	0.070			11000	G
(28) Church St	,	_	10000	G			1%	1%	1%	0%		0.079	_	0.544	11000	
_	Combined Traffic Estimates for 2 Parallel Roadways of	on this Houte:	19000	G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.511	21000	G
	To: From:	Bus S	SR 234 Grai	nt Ave												
(28) Church St	City of Manassas	0.38	12000	G	97%	1%	1%	1%	1%	0%	F	0.086		0.547	13000	G
P	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	23000	G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.696	26000	G
	To:	SR 2	28 Centrevil	le Rd												
	From:		US 58													
29 58 Danville Expwy	City of Danville (Maint: 71)	1.12	16000	F	83%	1%	1%	2%	14%	1%	F	0.083		0.573	16000	F
	То		Elizabeth S	t												
29 58 Danville Expwy	City of Danville (Maint: 71)	2.63	16000	Α	83%	1%	1%	2%	14%	1%	С	0.101		0.573	16000	Α
29 58 Danville Expwy	only on Danning (maintain 17)				0070	. , ,	.,,	_,,	, 0	. , 0	Ū	0		0.0.0		
	To:		86, S Maii		000/	40/	10/	00/	4.40/	40/		0.070		0.550	40000	
[29] [58] Danville Expwy	City of Danville (Maint: 71)	1.85	18000	G	83%	1%	1%	2%	14%	1%	F	0.072		0.559	19000	G
	To: From:	G	loodyear Bl	vd												
29 58 Danville Expwy	City of Danville (Maint: 71)	1.36	19000	F	83%	1%	1%	2%	14%	1%	F	80.0		0.512	19000	F
	To	IIS 58 IIS	360 South	Roston I	Rd											
29 Danville Expwy	City of Danville (Maint: 71)	2.00	15000	F	83%	1%	1%	2%	14%	1%	F	0.085		0.545	16000	F
23)	T-1															
Carp Depuille Evenue	Pittoulyania County		NCL Danvil 15000	le F	83%	1%	1%	20/	1.40/	10/	F	0.005		0.545	16000	F
29 Danville Expwy	Pittsylvania County	0.32	15000	Г	63%	170	170	2%	14%	1%	Г	0.085		0.545	16000	Г
~~	To: From:		SR 360													
(29) Danville Expwy	Pittsylvania County	6.52	11000	G	83%	1%	1%	2%	14%	1%	F	0.101		0.504	10000	G
	To: From:	BUS US	29 North o	f Danville	9		\neg \vdash									
29	Pittsylvania County	0.76	20000	F	85%	1%	1%	1%	12%	1%	F	0.085		0.504	20000	F
	Τα	71 640	Spring Gard	lan Dood												
(20)	Pittsylvania County	3.49	19000	G	85%	1%	1%	1%	12%	1%	F	0.08		0.536	18000	G
29						. , ,	.,,	. , ,	,	. , 0	•	0.00		0.000	.0000	O .
	From:	71-718 Snake				40/	10/	40/	100/	40/		0.000		0.547	10000	_
29	Pittsylvania County	3.18	18000	F	85%	1%	1%	1%	12%	1%	F	0.082		0.517	18000	F
	To: From:	S	CL Chatha	m												
29	Town of Chatham (Maint: 71)	0.03	18000	N	85%	1%	1%	1%	12%	1%	Ν	0.082		0.517	18000	N
$\overline{}$	To	Bus US	S 29 South	Main St												
29	Town of Chatham (Maint: 71)	0.76	13000	G	85%	1%	1%	1%	12%	1%	F	0.080		0.511	12000	G
							 i	, -		,-						-
	Pittouly ania County		NCL Chatha		0E0/	10/	10/	10/	100/	10/	N	0.000		0 E11	12000	NI
29	Pittsylvania County	2.70	13000	N	85%	1%	1%	1%	12%	1%	IN	0.080		0.511	12000	N
	To- From:	Bus US	29 North of	Chathan												
29	Pittsylvania County	6.17	13000	F	85%	1%	1%	1%	12%	1%	F	0.078		0.846	13000	F
$\overline{}$	Too	Bus US	29 South o	f Gretna												
29	Pittsylvania County	1.83	11000	F	85%	1%	1%	1%	12%	1%	С	0.115		0.551	10000	F
(23)	Tα		0 West Gret				i.			,-	-					
		510 10														

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
~~~	From:		est Gretna Rd											
29	Pittsylvania County	2.48 <b>1</b>	1000 F	85%	1%	1%	1%	12%	1%	F	0.075	0.539	11000	F
	To: From:		Bus N of Gretna											
29	Pittsylvania County	3.08 <b>1</b>	3000 G	85%	1%	1%	1%	12%	1%	F	0.078	0.529	13000	G
	To: From:		3 Derby Rd											
29	Pittsylvania County	4.08 <b>1</b>	4000 G	85%	1%	1%	1%	12%	1%	F	0.079	0.541	13000	G
	To: From:		ain St South of H											
29	Pittsylvania County		2000 G	85%	1%	1%	1%	12%	1%	F	0.074	0.572	11000	G
~	From:		l County Line ia County Line											
(29) Wards Rd	Campbell County		2000 G	85%	1%	1%	1%	12%	1%	F	0.079	0.541	12000	G
	Tor	SR 43 I	Bedford Ave											
29 Wards Rd	Campbell County		3000 G	85%	1%	1%	1%	12%	1%	F	0.076	0.502	12000	G
	To:	1	5-712			<u> </u>								
(29) Wards Rd	Campbell County		3000 N	85%	1%	1%	1%	12%	1%	Ν	0.076	0.502	12000	Ν
	To- From	BUS US 2	9 N of Altavista											
29 Wards Rd	Campbell County		9000 G	93%	0%	1%	1%	4%	0%	F	0.08	0.558	19000	G
	To	15 606 N	Marysville Rd											
29 Wards Rd	Campbell County		9000 G	93%	0%	1%	1%	4%	0%	F	0.081	0.573	19000	G
	To	SD 24 C	Colonial Hwy											
29 Wards Rd	Campbell County		0000 G	93%	0%	1%	1%	4%	0%	F	0.079	0.542	21000	G
	To:	15-738 En	glish Tavern Rd											
(29) Wards Rd	Campbell County		1000 A	93%	0%	1%	1%	4%	0%	С	0.095	0.569	32000	Α
(20)	To:	US 460 Lynchb	urg Hwy; Bus U											
Bus	From:	0.47	X	0 1	IIO	00 fl		- I (C' .	1			dele e e e e e e e e e e e e e e e e e e		
(29) (29) Ramp	Campbell County	0.47	x	See I	sus US	29 for d	irection	ai trattio	volume	estir	nates for	this segment.		
	From:	US 460; Bus	US 29 Wards R	.d										
(29) (460) (29)	Campbell County	0.03 4	7000 G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	49000	G
	To- Form	SCL 1	Lynchburg											
(29) (460) (29)	City of Lynchburg (Maint: 15)	1.38 <b>4</b>	7000 G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	49000	G
	To	Candler	Mountain Rd			$\neg$ $\vdash$								
(29)(460)(29)	City of Lynchburg (Maint: 15)		7000 G	93%	0%	1%	1%	5%	0%	F	0.098	0.609	38000	G
	To	U	JS 501			$\neg$ $\vdash$								
(29) (460) (29) (501)	City of Lynchburg (Maint: 15)		7000 A	93%	0%	1%	1%	5%	0%	С	0.105	0.531	39000	Α
	To:		Campbell Ave											
(29) (460) Richmond Hwy	From:		l Class Change	020/	0%	1%	10/	E0/	00/	_	0.000	0.500	26000	_
{ 29 ⟨ { 460   Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 <b>3</b>	5000 G	93%	υ%	1%	1%	5%	0%	F	0.090	0.526	36000	G

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

						Tru	ıck			K	Dir		_
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
~~~	From:	US 460 Lynchburg Hy											
29)	Campbell County	0.93 17000 (G 89%	1%	1%	1%	8%	1%	F	0.092	0.511	16000	C
	To: From:	SCL Lynchburg											
29	City of Lynchburg (Maint: 15)	0.33 17000	G 89%	1%	1%	1%	8%	1%	F	0.092	0.511	16000	(
	To: From:	NCL Lynchburg											
29)	Amherst County	1.09 17000 (G 89%	1%	1%	1%	8%	1%	F	0.092	0.511	16000	(
	To: From:	SR 210			-								
29)	Amherst County	3.77 17000 (G 89%	1%	1%	1%	8%	1%	F	0.094	0.526	16000	(
	To	SR 130			<u> </u>								
29)	Amherst County		B 90%	1%	1%	1%	8%	0%	С	0.111	0.538	15000	ı
	To	SCL Amherst; Bus US	29										
29)	Town of Amherst (Maint: 05)		G 89%	1%	1%	1%	8%	1%	F	0.084	0.522	21000	(
	To	US 60 Richmond Hw	TV										
29	Town of Amherst (Maint: 05)		G 89%	1%	1%	1%	8%	1%	F	0.081	0.513	17000	(
23)	То	BUS US 29 Near NCL A											
N Amherst Hwy	Town of Amherst (Maint: 05)		N 89%	1%	1%	1%	8%	1%	N	0.080	0.515	16000	
29),	To Tax		- 0070	. , 0		. , 0	0,0	. , ,	•	0.000	0.0.0		
29 N Amherst Hwy	Amherst County	NCL Amherst 1.35 16000	G 89%	1%	1%	1%	8%	1%	F	0.080	0.515	16000	
29 IV Annerst Tiwy	Annerst County			1 /0	1 /6	1 /0	0 /6	1 /0	•	0.000	0.515	10000	
NI Ambarat I luni	Ambayat Cauptu	SR 151 North of Amhe 4.10 12000	erst G 89%	1%	10/	10/	00/	10/	F	0.081	0.576	12000	
29 N Amherst Hwy	Amherst County	Nelson County Line		170	1%	1%	8%	1%	Г	0.081	0.576	12000	
	From:	Amherst County Line											
Thomas Nelson Hwy	Nelson County	4.47 14000 (G 89%	1%	1%	1%	8%	1%	F	0.075	0.61	14000	
~	To:	SR 56 Near Colleen											
29 (56) Thomas Nelson Hwy	Nelson County		G 89%	1%	1%	1%	8%	1%	F	0.077	0.613	16000	
	To	BUS US 29 South of Lovi	ngeton										
29 Thomas Nelson Hwy	Nelson County		G 89%	1%	1%	1%	8%	1%	F	0.078	0.628	15000	(
,	To	BUS US 29 North of Lovi	mastan										
29 Thomas Nelson Hwy	Nelson County		A 89%	1%	1%	1%	8%	1%	С	0.114	0.581	14000	
29)	Telecon Scarty		- 0070	1,70		1 70	070	1 70	Ŭ	0.111	0.001	1 1000	
29 6 Thomas Nelson Hwy	Nelson County	SR 6 River Rd 3.94 13000	G 89%	1%	1%	1%	8%	1%	F	0.082	0.676	12000	
29 6 Thomas Nelson Hwy	Neison County		J 03 /6	1 /0	1 /0	1 /0	0 /0	1 /0	•	0.002	0.076	12000	
Thomas Nalasa I had	Nolone County	SR 6 Irish Rd	3 000/	10/		10/	00/	10/	F	0.070	0.705	10000	
Thomas Nelson Hwy	Nelson County		G 89%	1%	1%	1%	8%	1%	г	0.078	0.725	13000	(
	From:	Albemarle County Line Nelson County Line											
Monacan Trail Rd	Albemarle County		A 89%	1%	1%	1%	8%	1%	С	0.113	0.635	12000	
~	To	02-692 Plank Rd											
29 Monacan Trail Rd	Albemarle County		F 89%	1%	1%	1%	8%	1%	F	0.094	0.693	14000	
20)	To	02-708 Red Hill Rd			i								

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

_					Trı	uck			K	Dir		
Route	Jurisdiction	Length AADT QA 4	Tire B	us 2Axl	e 3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
~	From:	02-708 Red Hill Rd										_
Monacan Trail Rd	Albemarle County	6.17 19000 F 8	39% 1	% 1%	1%	8%	1%	F	0.088	0.611	18000	F
~~	To: From:	I-64										
(29) Monacan Trail Rd	Albemarle County	0.36 50000 F 8	39% 1	% 1%	1%	8%	1%	F	0.102	0.689	48000	F
~	To: From:	BUS US 29 Fontaine Ave S of Charlotte										
29 Monacan Trail Rd	Albemarle County		39% 1	% 1%	1%	8%	1%	F	0.099	0.607	47000	F
~	From:	US 250 Ivy Rd Bus US 250 Ivy Rd										
29 (250 Monacan Trail Rd	Albemarle County	•	97% 0	% 1%	1%	2%	0%	F	0.098	0.531	54000	F
29) (230)	, iissimane essiny			70 . 70	. , ,	_,,	0,0	•	0.000	0.00	0.000	·
29 (250 Monacan Trail Rd	City of Charlottesville	WCL Charlottesville 0.35 38000 G 9	97% 0	% 1%	1%	2%	0%	F	0.096	0.536	40000	G
29 (250) Monacan Trail Rd	To:	Bus US 29	97 /6 0	/0 1/0	1 /0	2/0	0 /6	'	0.030	0.550	40000	
	From:	US 250, Bus US 29										
Emmet St	City of Charlottesville		97% 0	% 1%	1%	2%	0%	F	0.083	0.527	64000	(
=======================================	Toc											
Seminole Trail	Albemarle County	NCL Charlottesville 1.70 57000 F 9	97% 0	% 1%	1%	2%	0%	F	0.081	0.534	60000	F
Seminole Trail	Albernarie County	1.70 37000 F 9	97 /6 0	/0 1/0	1 /0	2/0	0 /6	'	0.001	0.554	00000	'
~	To: From:	02-631 Rio Rd										
29) Seminole Trail	Albemarle County	3.11 51000 F 9	97% 0	% 1%	1%	2%	0%	F	0.088	0.581	53000	ı
~	To: From:	02-1520 Hollymeade Dr		-								
Seminole Trail	Albemarle County	1.01 44000 F 9	97% 0	% 1%	1%	2%	0%	F	0.1	0.56	46000	F
~	To: From:	02-649 Airport Rd, Proffit Rd		_								
Seminole Trail	Albemarle County		97% 0	% 1%	1%	2%	0%	С	0.1	0.56	39000	A
- 9	To	02-1510 Camelot Dr										
29 Seminole Trail	Albemarle County		97% 0	% 1%	1%	2%	0%	F	0.089	0.637	35000	F
29) 3011111010 11411	To:	Greene County Line	77 70 0	70 170	170	270	0 70	•	0.000	0.007	00000	
	From:	Albemarle County Line										
Seminole Trail	Greene County	3.21 29000 G 9	97% 0	% 1%	1%	2%	0%	F	0.086	0.639	31000	(
~		US 33 Spotswood Trail										
Seminole Trail	Greene County		94% 1	% 1%	1%	4%	0%	F	0.086	0.521	15000	(
3)	To:	Madison County Line										
	From:	Greene County Line										
S Seminole Trail	Madison County	5.57 16000 A 9	94% 1	% 1%	1%	4%	0%	С	0.113	0.595	15000	1
~	To:	SR 230 Wolftown-Hood Rd										
29 (230)S Seminole Trail	Madison County		94% 1	% 1%	1%	4%	0%	F	0.078	0.512	19000	(
239 (230) 5 5 5 5 5 5 5												
C Cominale Trail	From:	SR 230, SR 231 Orange Rd	240/ 1	2/ 10/	10/	40/	00/	_	0.070	0.500	10000	,
29) (231) S Seminole Trail	Madison County	1.34 20000 G 9	94% 1	% 1%	1%	4%	0%	F	0.078	0.538	18000	(
	To: From:	Bus US 29 South of Madison										
Seminole Trail	Madison County	2.02 17000 G 9	94% 1	% 1%	1%	4%	0%	F	0.076	0.520	16000	(
~	Τα	Bus US 29 North of Madison										
N Seminole Trail	Madison County		94% 1	% 1%	1%	4%	0%	F	0.079	0.514	15000	C
20)	Tor	56-607 Ridgeview Rd; Lillards Ford F										_

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

		Primary and into					Tru	ıok			V	Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus					QC	K	OK	AAWDT	QV
	From	56 607 P: 1 P	1 1 1 1 5	1.0.1		2AXIE	3+Axle	1 I raii	21raii		Factor	Factor		
N Somingle Trail	Madison County	56-607 Ridgeview R 4.03 150			1%	1%	10/	4%	0%	F	0.082	0.543	14000	G
N Seminole Trail	Madison County			94%	170	1%	1%	4%	0%	Г	0.082	0.543	14000	G
•	From:	Culpeper Co Madison Co												
og (James Monroe Hwy	Culpeper County	2.79 200		94%	1%	1%	1%	4%	0%	F	0.085	0.576	19000	(
29 James Monroe Hwy	- Culpopor County			0 +70	1 70	1 70	1 /0	770	0 /0	•	0.000	0.070	10000	`
~	To: From:	23-603 Whit												
29 } James Monroe Hwy	Culpeper County	3.65 270	00 G	94%	1%	1%	1%	4%	0%	F	0.087	0.628	25000	(
~	To	Bus US 29 Sout	th of Culpepe	r										
29) James Monroe Hwy	Culpeper County	1.02 210		94%	1%	1%	1%	4%	0%	F	0.083	0.636	19000	(
,	~													
Madiana Han	From:	US 15 James N		0.40/	40/		40/	40/	00/	_	0.005	0.004	00000	,
29) (15) James Madison Hwy	Culpeper County	1.32 250	00 G	94%	1%	1%	1%	4%	0%	F	0.085	0.624	23000	(
* *	To: From:	US 5	522											
29 (15) James Madison Hwy	Culpeper County	3.88 270	00 G	94%	1%	1%	1%	4%	0%	F	0.084	0.598	25000	
90	To	D 1/0 15 D 1/0 2	0 N4 £ C-	-1										
lamos Madison Hww	Culpeper County	Bus US 15, Bus US 2 2.65 270		91%	1%	1%	1%	6%	0%	F	0.082	0.615	27000	(
29 (15) James Madison Hwy	Culpeper County	2.00 270	00 G	9170	1 70	1 70	1 70	0%	076	Г	0.062	0.613	27000	
	To: From:	23-663 Ala	anthus Rd											
29 (15) James Madison Hwy	Culpeper County	4.31 310	00 G	91%	1%	1%	1%	6%	0%	F	0.084	0.643	31000	(
\mathcal{I}	To	Bus US 15, Bus US 29	South of De	mington										
29 15 James Madison Hwy	Culpeper County	0.24 280		91%	1%	1%	1%	6%	0%	F	0.084	0.65	28000	(
29) (15) James Madison Hwy	To:	Fauquier Co		0170	1 70		1 /0	070	0 70	•	0.001	0.00	20000	`
	From:	Culpeper Co												
29 (15) James Madison Hwy	Fauguier County	2.17 280		91%	1%	1%	1%	6%	0%	F	0.078	0.648	27000	
,	7													
Company Madison Liver	From:	Bus US 15, Bus US 29			10/	10/	10/	C0/	00/		0.070	0.050	00000	,
29) (15) James Madison Hwy	Fauquier County	0.30 300	00 G	91%	1%	1%	1%	6%	0%	F	0.079	0.659	30000	(
* *	To: From:	SR 28 Ca	ıtlett Rd											
29 (15) James Madison Hwy	Fauquier County	4.00 240	00 G	91%	1%	1%	1%	6%	0%	F	0.078	0.676	23000	C
\rightarrow \bigcirc	To	US 17 M	orch Dd											
29 15 17 James Madison Hwy	Fauquier County	2.28 430		91%	1%	1%	1%	6%	0%	С	0.095	0.604	42000	F
29) (15) (17) James Madison Hwy	Tadquier County	2.20 400	00 A	3170	1 70	1 /0	1 /0	0 70	0 70	O	0.000	0.004	42000	,
~ ~ ~	To: From:	30-684 Lees												
29 \ { 15 \ { 17 \ } James Madison Hwy	Fauquier County	2.43 460	00 G	91%	1%	1%	1%	6%	0%	F	0.078	0.64	45000	(
$\rightarrow \bigcirc \bigcirc$	To:	Bus US 15,17,29 Se	outh of Warre	enton										
29 (15) (17) Eastern Bypass	Fauguier County	2.44 390		91%	1%	1%	1%	6%	0%	F	0.077	0.595	39000	(
13) (17) = 1111111 = 7,111111	To:	US 15, US 29 No			.,,									
	From:	US												
29) (15) Eastern Bypass	Fauquier County	0.36 390	00 N	91%	1%	1%	1%	6%	0%	Ν	0.077	0.595	39000	1
	Too		montor			1								
Factors Busses	Town of Worrenton (Maint: 20)	SCL Wa		010/	10/	10/	10/	69/	09/	F	0.084	0.624	46000	,
29 (15) Eastern Bypass	Town of Warrenton (Maint: 30)	0.26 470	00 G	91%	1%	1%	1%	6%	0%	Г	0.084	0.634	46000	(
· · · · ·	To: From	NCL Wa	rrenton											
29 (15) Eastern Bypass	Fauquier County	0.22 470	00 N	91%	1%	1%	1%	6%	0%	Ν	0.084	0.634	46000	١
	To:	Bus US 15, Bus US 29	North of Wa	arrenton										

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

		Primary and inters	iaio i io	atoo										
_					_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q١
	From:	Bus US 15, Bus US 29 No	orth of W	arranton		1	017100	TTTQII	Liian		1 40101	1 40101		
29 (15 Lee Highway	Fauquier County	3.00 48000	G	96%	0%	1%	1%	2%	0%	F	0.075	0.619	49000	(
29) (15) Lee Highway	auquier Gounty	0.00 40000	<u> </u>	30 70	0 70	1 /0	1 /0	270	0 70		0.075	0.013	+3000	•
	To: From:	30-693 Old Alexan	dria Tpk											
29 (15) Lee Highway	Fauquier County	3.22 46000	Α	96%	0%	1%	1%	2%	0%	С	0.083	0.518	47000	/
\sim	To	SR 215 Vint H	311 D.A											
29 ()15 Lee Highway	Fauguier County	0.13 51000	G	96%	0%	1%	1%	2%	0%	F	0.075	0.615	52000	(
29) (15) Lee Highway	To:	Prince William Co			0 /0	170	1 /0	270	0 70		0.075	0.013	32000	•
	From:	Frince william Co												
29 (15) Lee Highway	Prince William County	0.82 50000	G	96%	0%	1%	1%	2%	0%	F	0.075	0.615	51000	
29) (15) Lee Highway	- moe william Gounty	0.02 30000	<u> </u>	0070	0 / 0	1 70	1 /0	270	0 70	•	0.070	0.010	01000	•
	To: From:	US 15 James Mad												
29 Lee Highway	Prince William County	3.31 41000	G	96%	0%	1%	1%	2%	0%	F	0.076	0.622	42000	(
~	To	SR 55 John Marsi	all Hwy											
29 Lee Highway	Prince William County	0.89 62000	G	96%	0%	1%	1%	2%	0%	F	0.071	0.612	64000	
29 Lee riighway	- moe william Gounty	0.00 02000	<u> </u>	0070	0 / 0	1 70	1 /0	270	0 70	•	0.071	0.012	04000	
	To: From:	I-66 East of Gai	nesville											
29 Lee Highway	Prince William County	5.04 9900	G	99%	0%	0%	0%	0%	0%	F	0.085	0.693	11000	(
~	To:	Fairfax County	Line											
~~	From:	Prince William Co												
Lee Highway	Fairfax County	1.60 17000	F	99%	0%	0%	0%	0%	0%	F	0.087	0.821	18000	
~	To	29-609 Pleasant V	alley Pd											
29 Lee Highway	From:	1.55 26000	F	99%	0%	0%	0%	0%	0%	F	0.087	0.821	28000	
29 Lee Highway	Talliax County	1.55 20000	•	33 /6	0 /6	0 /6	0 /6	0 /6	0 /6	'	0.007	0.021	20000	
~~	To: From:	I-66 West of Cer												
29 Lee Highway	Fairfax County	0.86 41000	F	99%	0%	0%	0%	0%	0%	F	0.087	0.534	45000	
~	To	SR 28 Centre	ville											
29 Lee Highway	Fairfax County	3.15 33000	F	99%	0%	0%	0%	0%	0%	F	0.079	0.787	36000	
29 Lee Highway	Talliax County	3.13 33000	•	33 /6	0 /6	0 /6	0 /6	0 /6	0 /6	'	0.073	0.767	30000	
	To: From:	29-7100 Fairfax Co	unty Pkw	у										
29 Lee Highway	Fairfax County	2.24 33000	Α	99%	0%	0%	0%	0%	0%	С	0.093	0.570	36000	
~	To	WCL Fairf	0.77											
29 Lee Highway	City of Fairfax	0.16 38000	G	99%	0%	0%	0%	0%	0%	F	0.084	0.608	41000	
Lee Highway	Oity of Famax	0.10 30000	G	33 /o	0 /6	0 /0	0 /6	0 /6	0 /6		0.004	0.008	41000	
	To: From:	Jermantown	Rd											
29 Lee Highway	City of Fairfax	0.44 35000	G	99%	0%	0%	0%	0%	0%	F	0.081	0.606	38000	
~	To	110 50, CD 2261	M-:- C4											
- Lea Highway	City of Fairfax	US 50; SR 236 I 0.96 35000	G	99%	0%	0%	0%	0%	0%	F	0.083	0.541	38000	
29 (50) Lee Highway	Oily of Famax	0.96 33000	G	99%	076	070	0%	076	0%	Г	0.003	0.541	30000	
· · · · · · · · · · · · · · · · · · ·	To: From	SR 123 Chain Br	idge Rd											
29 (50) Lee Highway	City of Fairfax	0.21 34000	G	99%	0%	0%	0%	0%	0%	F	0.075	0.629	37000	
\sim	то	University	D.,			<u> </u>								
Loo Highway	City of Foirfoy			000/	00/	00/	00/	Λο/	00/	F	0.001	0.557	40000	
29 50 Lee Highway	City of Fairfax	0.59 39000	G	99%	0%	0%	0%	0%	0%	Г	0.081	0.557	42000	•
~	To: From:	Plantation Par	kway											
29 \ (50 \) Lee Hwy	City of Fairfax	0.68 39000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.582	42000	(
	To	Draper Dri												

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

		Filliary and interstate nou				Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
~~~	From:	Draper Drive											
29 (50) Lee Highway	City of Fairfax	0.28 <b>41000 G</b>	99%	0%	0%	0%	0%	0%	F	0.108	0.652	44000	G
<del></del>	To	US 50			<u> </u>								
29 Lee Highway	City of Fairfax	0.08 <b>41000 N</b>	99%	0%	0%	0%	0%	0%	Ν	0.108	0.652	44000	Ν
	To	US 50 Fairfax Circle											
29 237 Lee Highway	City of Fairfax	0.13 <b>32000 N</b>	96%	1%	1%	2%	1%	0%	Ν	0.087	0.529	35000	Ν
23) (231) 3 3 4,	Tol												
29 (237) Lee Highway	Fairfax County	ECL Fairfax 0.80 <b>27000 F</b>	96%	1%	1%	2%	1%	0%	F	0.087	0.529	30000	F
29 (237) Lee Highway	Tainax County		JO 76	1 /0	1 70	270	1 /0	0 70	•	0.007	0.525	30000	•
~~~	From:	SR 243 Nutley St	000/	10/		00/	10/	00/	_	0.007	0.500	20000	
29) (237) Lee Highway	Fairfax County	1.90 34000 F	96%	1%	1%	2%	1%	0%	F	0.087	0.529	38000	F
~ °	To: From:	29-650 Gallows Rd											
29 (237) Lee Highway	Fairfax County	1.93 32000 F	96%	1%	1%	2%	1%	0%	С	0.087	0.529	35000	F
\smile	To	29-1720 Woodley Place; Graham	Rd										
29 (237) Lee Highway	Fairfax County	0.42 26000 F	96%	1%	1%	2%	1%	0%	F	0.096	0.523	29000	F
	To	29-1717 Marshall St; WCL Falls Cl	hurch										
29 (237) Washington St	City of Falls Church	0.29 25000 G	96%	1%	1%	2%	1%	0%	F	0.097	0.525	28000	G
29) (237) 1 40 9 (01)	7.J			. , •		_,,	. , 0	0,0	•	0.007	0.020		O.
29 (237) Washington St	City of Falls Church	29-1712 Cavalier Trail 0.24 22000 G	96%	1%	1%	2%	1%	0%	F	0.098	0.550	25000	G
(29) (237) Washington St	City of Fails Church		90%	1 70	1 70	270	1 70	0%	Г	0.096	0.550	23000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	SR 338 Hillwood Ave			<del> </del>								
29 237 Washington St	City of Falls Church	0.28 <b>13000 G</b>	96%	1%	1%	2%	1%	0%	F	0.100	0.558	15000	G
<del>~ _</del>	To: From:	SR 7 Broad St											
29 (237) Washington St	City of Falls Church	0.18 <b>22000 G</b>	98%	1%	1%	0%	0%	0%	F	0.084	0.553	24000	G
$\smile$	To	110-6767 Great Falls St			_								
29 (237) Washington St	City of Falls Church	0.32 <b>22000 G</b>	98%	1%	1%	0%	0%	0%	F	0.089	0.527	25000	G
	To:	Arlington County Line											
~ ~	From:	ECL Falls Church											
29 (237) Lee Highway	Arlington County	0.11 <b>22000 G</b>	98%	1%	1%	0%	0%	0%	F	0.084	0.509	25000	G
<del>~ _</del>	To: From:	SR 237 Washington Blvd											
29 237 Lee Highway	Arlington County	0.07 <b>22000 N</b>	98%	1%	1%	0%	0%	0%	Ν	0.103	0.527	24000	Ν
	То	SR 237 Par, Washington Blvd			<u> </u>								
29 Lee Highway	Arlington County	2.16 <b>22000 A</b>	98%	1%	1%	0%	0%	0%	С	0.103	0.527	24000	Α
	To	SR 120 Glebe Rd											
29 Lee Highway	Arlington County	0.15 <b>19000 G</b>	98%	1%	1%	0%	0%	0%	F	0.09	0.587	22000	G
29 _ 20	To:	S SR 309 Old Dominion Dr	3370	. 70		0 /0	0 /0	0 /0	•	0.00	0.007		G
	From:	S SR 309; Lee Hwy											
29 (309) Old Dominion Dr	Arlington County	0.05 <b>33000 G</b>	98%	1%	1%	0%	0%	0%	F	0.103	0.634	37000	G
$\smile$	To:	M SR 309 Lee Hwy											
Old Develope D	From:	M SR 309 Lee Hwy;	0001	401		001	001	064	_	0 4 4 6	a a==	00000	_
29 Old Dominion Dr	Arlington County	0.67 <b>20000 G</b>	98%	1%	1%	0%	0%	0%	F	0.113	0.677	22000	G
~	To:	N SR 309 Lee Hwy; Quincy St											

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~	From:		Lee Hwy;						221	2-1	_				.=	_
29 Lee Highway	Arlington County	0.48	25000	G	98%	1%	1%	0%	0%	0%	F	0.11		0.685	27000	G
~~	To From:		I-66		2221					221						
29 Lee Highway	Arlington County	0.19	34000	G	98%	1%	1%	0%	0%	0%	F	0.096		0.68	37000	G
~~	To From:		24; Kirkwoo		2221											
29 Lee Highway	Arlington County	0.57	23000	G	98%	1%	1%	0%	0%	0%	F	0.12		0.750	25000	G
~~	To: From:		t St; US 29		000/	40/		201	00/	00/		0.405			10000	
29 Lee Highway NB	Arlington County	1.00	16000	G	98%	1%	1%	0%	0%	0%	F	0.125	_	0.004	18000	G
	Combined Traffic Estimates for 2 Parallel Road		t of Columbi	G ia Line	98%	1%	1%	0%	0%	0%	F	0.092	F	0.884	25000	G
	From:	District	US 29	ia Line												
29 Ramp	Albemarle County	0.21	4700	G								0.154			4700	G
29) "	Τα		I-64 West													
	From:	US 29	70 I- 66 V	VEST												
29 Ramp	Prince William Coun	nty 0.13	NA									NA			NA	
<i></i>	To From:	I-66-W043A FROM	I US 2900- I	NORTH	& SOUT	Ή										
29 (66) Ramp	Prince William Coun	nty 0.26			S	ee I-66	for dire	ctional tra	affic vo	lume es	timate	es for this	seg	ment.		
$\sim$	Τα	I-66-W043A TO	RT 66 WES	STRT 29	& TO R											
~~_	From:	US 29-S226B			T 66											
29 Ramp	Fairfax County	0.08 I-66-E FROM R	9800	G	COLUTIA							0.089			9800	G
	France				SOUTH											
29 Ramp	Arlington County	0.12	29 Lee High 6300	way <b>G</b>								0.09			6300	G
29)	To:	02	I-66 West									0.00			0000	<u> </u>
North	From:	US 29	Monacan Ti	rail Rd												
29 Ramp	Albemarle County		2800	Α								0.129			2800	Α
<del>~</del>	To:		I-64 East													
North	From:		9 TO I-64 W													
29 Ramp	Albemarle County		910	G								0.087			910	G
~	10.	US 29-S133B			RT 2											
lorth 29 ( Ramp	Prince William Coun		29 Lee High <b>22000</b>	way <b>G</b>								0.099			22000	G
29 Ramp		U.51	I-66 East	<u> </u>								0.099			22000	G
lorth	From:	US 29 I-66-W(		1 & TO 1	PT 66											
29 Ramp	Fairfax County	0.16	3200	G	99%	0%	0%	0%	0%	0%	С	0.196			3200	G
<del></del>	To	I-66-W FI	ROM RT 29		ł											
lorth	From:	US 29 I-66-E05	52A FROM	CONNE	CTOR			·				·				
29 Ramp	Fairfax County	0.07	6700	G	96%	1%	0%	2%	1%	0%	С	0.106			6700	G
~	Τα	US 29-S226B	US 29- 226	6B TO R	T 66											

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

			ind milersia					Trı	ıck			K		Dir		
Route	Jurisdictio	n Lengt	n <b>AADT</b>	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		9 Lee Highw													
(29) Ramp	Arlington Cou	unty 0.12		G								0.093			16000	G
<del></del>	10:		I-66 East													
South (29) Ramp	Albemarle Co		29 TO I-64 E	EAST <b>G</b>								0.150			9300	G
29 Ramp	Albernarie Co	•	FROM US 29		Н		1					0.150			9300	G
South	From:		W118B FROI				i									
29 Ramp	Albemarle Co		7100	G	715 04							0.146			7100	G
	To:	US 29-N133	B US 29- 133	B FROM	M RT 2											
South	From:	U	S 29 Lee High	ıway												
29 Ramp	Prince William (	County 0.18	5900	G								0.097			5900	G
<u> </u>	To:		I-66 East													
South	From:		9 TO RT 66													
29 Ramp	Fairfax Cou		6700	G	98%	0%	1%	1%	1%	0%	С	0.112			6700	G
		1-00-W	FROM RT 29		Н											
South 29 Ramp	Fairfax Cou		29 TO RT 66 2700	EAST <b>G</b>	99%	0%	0%	0%	0%	0%	С	0.084			2700	G
(29) Ramp	To:	•	B US 29-N22			0 /0	0/0	0 /6	0 /6	0 /6	C	0.004			2700	G
	From:		US 29; 21st 3													
(29) Lee Highway SB	Arlington Cou	unty 0.90	6600	G	98%	1%	1%	0%	0%	0%	F	0.157			7400	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 23000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.884	25000	G
	Τα	US 29	; Lynn St at I	OC Line	;											
~~~	From:		9-P TO RT 6	6 WEST	Γ											
(29) Ramp	Arlington Co		7800	G								0.086			7800	G
<u> </u>	Τα	1US 2	9-P TO RT 6	6 WEST	Γ											
C Dame	From:		Carolina Sta									0.004		0.500	10000	_
29 Ramp	City of Danville ($\stackrel{N}{D}$	Maint: 71) 0.47	12000 US 29 US 5	F .								0.084		0.526	12000	F
	From:	110 400	TO RT 29 &		C											
(29) (460) Ramp	Campbell Co		10 K1 29 &	29 BU		US 46	SO for c	directiona	l traffic v	volume e	estima	ates for t	nis se	ament.		
400)	To:	•	FROM RT	460 WE										9		
~~~~	From:		s US 29 Ward								_					_
[29] [460] [29]	Campbell Co	unty 0.03	47000	G	93%	0%	1%	1%	5%	0%	F	0.101		0.661	49000	G
	To: From:		SCL Lynchbu				<u> </u>					- / - ·				
[29] [460] [29]	City of Lynchburg (	Maint: 15) 1.38	47000	G	93%	0%	1%	1%	5%	0%	F	0.101		0.661	49000	G
~~~~~	To: From:		ndler Mounta													
[29] [460] [29]	City of Lynchburg (Maint: 15) 0.49	37000	G	93%	0%	1%	1%	5%	0%	F	0.098		0.609	38000	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:		US 501													
(29)(460)(29)(501)	City of Lynchburg (37000	Α	93%	0%	1%	1%	5%	0%	С	0.105		0.531	39000	Α
~ ~ ~ ~	To	Bus US 50	01; US 501 C	ampbell	Ave											

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

5 .							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
Bus	From:	US 29 Danvi												
29) West Main St	North Carolina (Maint: 71)	0.18 110 0	00 N	98%	1%	1%	0%	1%	0%	N	0.088	0.509	11000	N
Bus	To: From:	SCL Da	nville											
29 West Main St	City of Danville	0.87 110 0	00 G	98%	1%	1%	0%	1%	0%	F	0.088	0.509	11000	G
Bus	To: From:	Wither	s Rd											
29 West Main St	City of Danville	0.91 120	00 G	98%	1%	1%	0%	1%	0%	F	0.091	0.531	12000	G
=======================================	Toe	Old Greens												
Bus 29 West Main St	City of Danville	0.65 160		98%	1%	1%	0%	1%	0%	С	0.083	0.549	17000	C
West Main St	To:	Memori		30 /6	1 /0	1 /0	0 /0	1 /0	0 /6	C	0.003	0.549	17000	
Bus	From:	SR 293 W	Main St											
29) Memorial Dr	City of Danville	0.73 120 0	00 G	97%	0%	1%	1%	1%	0%	F	0.088	0.531	13000	(
Bus	To: From:	Bishop	St											
29 Memorial Dr	City of Danville	0.17 150 0	00 G	97%	0%	1%	1%	1%	0%	С	0.09	0.578	16000	(
Pure.	To: From:	Robertson	Bridge											
Bus 29 Memorial Dr	City of Danville	0.14 1400	00 F	97%	0%	1%	1%	1%	0%	F	0.089	0.639	15000	F
\rightarrow	To	Park A												
Bus	City of Danville			070/	00/	10/	10/	10/	00/	F	0.400	0.570	0000	,
29 Memorial Dr	City of Danville			97%	0%	1%	1%	1%	0%	Г	0.100	0.572	9800	(
Bus	To: From:	Primro												
29) Memorial Dr	City of Danville	0.85 950		97%	0%	1%	1%	1%	0%	F	0.087	0.684	10000	F
Sus	From:	SR 86 Cen Memori												
29 Central Blvd	City of Danville	0.30 3100		97%	0%	1%	1%	1%	0%	F	0.09	0.513	34000	(
<i>~</i>	To- From:	Bus US 58 R	verside Dr											
Bus 29 Central Blvd	City of Danville	0.38 240	00 G	99%	0%	1%	0%	0%	0%	F	0.085	0.556	25000	(
23) 3611141 2113	To To	Piedmo		00,0			0,70	0 70	0,0	•	0.000	0.000		Ì
Bus	Prom:			000/	00/	40/	00/	00/	00/	_	0.005	0.000	00000	,
29 Central Blvd	City of Danville	0.59 300 0 Piney For		99%	0%	1%	0%	0%	0%	F	0.085	0.809	32000	(
Bus	From:	Central												
29 Piney Forest Rd	City of Danville	0.52 3000	00 G	99%	0%	1%	0%	0%	0%	F	0.085	0.553	32000	(
Bus	To- From:	Audubo	n Dr											
29 Piney Forest Rd	City of Danville	0.60 250 0	00 F	99%	0%	1%	0%	0%	0%	F	0.087	0.565	27000	F
	Та	Wendell S	cott Dr											
Bus 29 Piney Forest Rd	City of Danville	0.38 250		99%	0%	1%	0%	0%	0%	С	0.088	0.571	27000	F
Z9 I lifey I ofest riu	Sity of Darivine			JJ /0	U /0	1 /0	U /0	U /0	U /0	J	0.000	0.571	21000	Г
Bus	To: From:	Arnette												
29 Piney Forest Rd	City of Danville	0.91 240 0		99%	0%	1%	0%	0%	0%	F	0.087	0.57	26000	F
~	To:	SR 41 Franl	din Tpke											

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

				_		Tru	ıck			K	Dir		
Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
From:													
City of Danville			99%	0%	1%	0%	0%	0%	F	0.091	0.506	15000	F
From:													
City of Danville			98%	0%	0%	0%	1%	0%	С	0.092	0.504	14000	F
To	NCL	Danville			<u> </u>								
Pittsylvania County			97%	0%	1%	1%	1%	0%	С	0.088	0 534	12000	F
To:			01 70	0 70	$\overline{}$	1 /0	1 /0	0 /0	Ü	0.000	0.004	12000	
From:													
Town of Chatham (Maint: 71)			97%	0%	1%	0%	1%	0%	С	0.097	0.632	5900	F
Too	SR-57 S	S. Halifax Rd											
Town of Chatham (Maint: 71)			97%	0%	1%	0%	1%	0%	N	n ng7	0 632	5900	Ν
Town of Ghatham (Waint: 71)			31 /0	0 70	1 /0	0 70	1 /0	0 70	11	0.007	0.002	3300	,
From:													
Town of Chatham (Maint: 71)	0.90	3800 F	97%	0%	1%	0%	1%	0%	F	0.092	0.524	3900	F
To: From:	NCL	Chatham											
Pittsylvania County	1.08 2	2800 F	97%	0%	1%	0%	1%	0%	F	0.111	0.551	2800	F
To:	US 29 N	of Chatham											
From:	US 29 So	outh of Gretna											
Pittsylvania County	1.64 2	2600 F	98%	0%	1%	0%	1%	0%	F	0.097	0.547	2700	F
To: From:	SCI	L Gretna											
Town of Gretna (Maint: 71)	0.13 2	2600 N	98%	0%	1%	0%	1%	0%	Ν	0.097	0.547	2700	١
Too	SR 4	10 Gretna											
Town of Crotha (Maint, 71)			000/	00/	10/	00/	10/	00/	0	0.005	0.500	EEOO	F
Town of Gretila (Maint. 71)			90%	0%	1 70	0%	1 70	076	C	0.093	0.555	5500	Г
From:	NCI	L Gretna											
Pittsylvania County			98%	0%	1%	0%	1%	0%	Ν	0.095	0.533	5500	١
To:													
From:			000/	00/	10/	00/	40/	00/	_	0.000	0.500	0000	
Pittsylvania County			98%	0%	1%	0%	1%	0%	C	0.092	0.562	3900	F
To: From:	WC	CL Hurt											
Town of Hurt (Maint: 71)	1.17 3	3800 N	98%	0%	1%	0%	1%	0%	Ν	0.092	0.562	3900	١
To: From:	71-92	4 Hurt Rd											
Town of Hurt (Maint: 71)	0.28 4	1900 F	98%	0%	1%	0%	1%	0%	F	0.096	0.547	5000	F
To To											0.017		_ '
From	Pittsylvani	ia County Line											
Town of Hurt (Maint: 15)		Altavista	99%	0%	0%	0%	1%	0%	С	0.096	0.596	6100	G
	City of Danville Tot From: City of Danville From: City of Danville From: Pittsylvania County Tot From: Town of Chatham (Maint: 71) Town of Chatham (Maint: 71) From: Town of Chatham (Maint: 71) From: Pittsylvania County Tot From: Pittsylvania County Tot From: Town of Gretna (Maint: 71) From: Town of Gretna (Maint: 71) From: Pittsylvania County Tot From: Pittsylvania County	City of Danville	City of Danville	SR 41 Franklin Tpke	Signature Sign	SR 41 Franklin Tpke	SR - 41 Franklin Tysk Fractor Factor SR - 41 Franklin Tysk SR - 41 SR - 41	SR 41 Franklin Tybe	SR-41 Franklin Toke				

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

_					_		Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT (QA 41	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Bus Main Ch	From:	NCL Hurt	N 00	00/	00/	00/	00/	10/	00/	N.I	0.000	0.500	0100	N.
(29) Main St	Town of Altavista (Maint: 15)			9%	0%	0%	0%	1%	0%	N	0.096	0.596	6100	N
Bus	From:	SR 43; Bedford Av												
29 Main St	Town of Altavista (Maint: 15)	0.34 6000	G 99	9%	0%	0%	0%	1%	0%	F	0.085	0.592	6100	G
Bus	To: From:	Pittsylvania Ave												
(29) Main St	Town of Altavista (Maint: 15)	0.30 12000	G 99	9%	0%	0%	0%	1%	0%	F	0.081	0.568	12000	G
Bus	To- From:	Amherst Ave				\Box \vdash								
29 Main St	Town of Altavista (Maint: 15)	0.49 11000	G 97	7%	0%	0%	1%	2%	0%	F	0.094	0.542	11000	G
Bus	Tos From:	Wood Lane												
29 Main St	Town of Altavista (Maint: 15)	0.64 12000	G 97	7%	0%	0%	1%	2%	0%	С	0.091	0.514	12000	G
<u> </u>	To: From:	Lynch Mill Rd				\neg								
Bus 29 Main St	Town of Altavista (Maint: 15)		G 97	7%	0%	0%	1%	2%	0%	F	0.085	0.568	8200	G
\smile	То	NCL Altavista												
Bus	Campbell County		G 97	7%	0%	0%	1%	2%	0%	F	0.085	0.568	8200	G
29	Ta	US 29, 15-712	u 5,	7 70	0 70	70	1 /0	270	0 70	'	0.000	0.500	0200	ď
Bus	From:	US 460 South of Lynch												
(29) Wards Rd	Campbell County	0.31 34000	G 97	7%	0%	0%	1%	1%	0%	F	0.083	0.558	35000	G
Bus	To- From:	SCL Lynchburg												
29 Wards Rd	City of Lynchburg			7%	0%	0%	1%	1%	0%	С	0.078	0.513	41000	G
Bus	To: From:	US 501 Lynchburg Expressw SR 163 Wards Rd		63										
29 \ 501 Lynchburg Expressway	City of Lynchburg			7%	0%	0%	1%	1%	0%	Ν	0.096	0.538	40000	Ν
\sim	To: From:	US 501, SR 128 Candlers Mo	ountain R	Rd		— —								
Bus 29 Lynchburg Expressway	City of Lynchburg	1.33 39000	G 97	7%	0%	0%	1%	1%	0%	F	0.096	0.538	40000	G
	Τα	Odd Fellows Rd												
Bus 29 Lynchburg Expressway	City of Lynchburg		G 97	7%	0%	0%	1%	1%	0%	F	0.094	0.538	40000	G
29 Lynchburg Expressway	Trail		G 9	1 /0	0 /0	0 /6	1 /0	1 /0	0 /6	'	0.094	0.556	40000	G
Bus	From:	Kemper Street												
29 Lynchburg Expressway	City of Lynchburg		G 97	7%	0%	0%	1%	1%	0%	F	0.092	0.526	39000	G
Bus	To: From:	Main Street												
29 Lynchburg Expressway	City of Lynchburg			7%	0%	0%	1%	1%	0%	F	0.085	0.678	31000	G
Bus	Tor From:	Amherst County Lir NCL Lynchburg	ne											
29	Amherst County		G 97	7%	0%	0%	1%	1%	0%	F	0.085	0.678	31000	G
\checkmark	Tα	SR 163 North of Lynch	ıburg											

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

					_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
Bus	From:	SR 163 North of I												
29 S Amherst Hwy	Amherst County	2.20 29000	G	96%	1%	1%	0%	2%	0%	F	0.087	0.541	28000	G
Bus	To: From:	SR 130 Eloi	Rd											
S Amherst Hwy	Amherst County	2.11 15000	G	96%	1%	1%	0%	2%	0%	С	0.092	0.501	15000	G
	To- From:	05-657 Cedar C	ate Rd											
S Amherst Hwy	Amherst County	0.89 14000	G	96%	1%	1%	0%	2%	0%	F	0.094	0.51	13000	G
~	To- From:	05-671 Brune	er Rd			\neg \vdash								
$\frac{29}{29}$ S Amherst Hwy	Amherst County	2.42 11000	G	96%	1%	1%	0%	2%	0%	F	0.087	0.538	10000	(
	To	05-663 Coolw												
Bus 29 S Amherst Hwy	Amherst County	2.64 12000		96%	1%	1%	0%	2%	0%	F	0.086	0.577	12000	(
3 Annerst riwy	Annerst County	US 29 South of		30 /6	1 /0	1 /0	0 /6	2/0	0 /6	'	0.000	0.577	12000	`
lus	From:	Bus US 2												
29 (29) Ramp	Campbell County	0.47 NA									NA		NA	
\sim	To:	US 460 Lynchbi	ırg Hwy											
ius	From:	C5US 29 TO RT	60 WEST											
Ramp	Campbell County	0.30 NA US 460 FROM R	r 20 DIIC								NA		NA	
us	From:	C5US 29 TO RT												
Ramp	Campbell County	0.30 NA	+00 LAS1								NA		NA	
	Tα	US 460 FROM R	Γ 29 BUS											
Bus	From:	C5US 29 TO RT	60 WEST											
Ramp	Campbell County	0.34 NA US 460 FROM R	E 20 DIJC								NA		NA	
	From:	US 29 South of												
dus 29	Amherst County	1.61 5000	G	97%	1%	1%	0%	1%	0%	С	0.132	0.741	5100	
	Tα	SCL Amhe												
Bus 29 S Main St	Town of Amherst (Maint: 05)	0.86 5000	N	97%	1%	1%	0%	1%	0%	N	0.132	0.741	5100	1
29 3 Wall 3t	Town of Annerst (Maint. 03)			31 /0	1 /0	1 /0	0 /6	1 /0	0 /6	IN	0.132	0.741	3100	
Bus	From:	US 60 Lexingto												
N Main St	Town of Amherst (Maint: 05)	1.07 3000	G	97%	1%	1%	0%	1%	0%	F	0.093	0.578	3000	(
Bus	To: From:	NCL Amh	erst											
29	Amherst County	0.20 3000	N	97%	1%	1%	0%	1%	0%	Ν	0.093	0.578	3000	
	Tor	US 29 North of												
Sus	Nelson County	US 29 South of L 0.30 3200	ovingston G	97%	0%	1%	0%	1%	0%	С	0.093	0.611	3300	
56 Front Rd				JI /0	U /0	1 /0	U /0	1 /0	U /0	O	0.033	0.011	5500	•
Bus 29) Front Rd	From:	SR 56 James R												
Pont Rd	Nelson County	0.63 2500	G	97%	0%	1%	0%	1%	0%	F	0.092	0.659	2500	(

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

_							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAI	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	I QI
lus	From:	US												
Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37 140	00 F	99%	0%	0%	0%	0%	0%	С	0.1	0.638	15000	F
lus	To: From:	SCL Charl	ottesville											
Fontaine Ave	City of Charlottesville	0.42 130	00 F	98%	0%	1%	0%	0%	0%	С	0.092	0.594	14000	F
~	Tα	Jefferson I												
Bus 29 Jefferson Park Ave	City of Charlottesville	Fontain 0.69 120		98%	0%	1%	0%	0%	0%	F	0.079	0.651	13000	F
29 delicison i antivo	To:	Emme		3070	0 70		0 70	0 70	0 70	•	0.070	0.001	10000	
Bus	From:	Jefferson I												
Emmet St	City of Charlottesville	0.53 150	00 F	98%	0%	1%	0%	0%	0%	F	0.079	0.504	17000	F
Bus	To: From:	Ivy l	Rd											
Emmet St	City of Charlottesville	0.55 250	00 F	99%	0%	1%	0%	0%	0%	С	0.081	0.549	27000	ı
~	Tα	Arlingto	n Blvd											
Bus 29 Emmet St	City of Charlottesville	0.45 240		99%	0%	1%	0%	0%	0%	F	0.080	0.565	26000	
29 Ellimet St	Oity of Orlanottesville			33 /6	0 76	1 /0	0 /6	0 /6	0 /6	'	0.000	0.303	20000	'
dus	From:	Barracl	s Rd											
Emmet St	City of Charlottesville	0.40 310		99%	0%	1%	0%	0%	0%	F	0.089	0.511	33000	(
~	To:	US 250												
Sus Main St	From:	US 29 South 0.33 350		96%	0%	1%	10/	10/	00/	С	0.007	0.541	2000	(
29 (231) Main St	Madison County			90%	076	1 70	1%	1%	0%	C	0.087	0.541	3600	•
dus	To: From:	SCL Ma	dison											
29) (231) Main St	Town of Madison (Maint: 56)	0.91 35 0	0 N	96%	0%	1%	1%	1%	0%	Ν	0.087	0.541	3600	1
lus .	To: From:	SR 231, N Blu	Ridge Tpk	e										
29 Main St	Town of Madison (Maint: 56)	0.05 320	0 G	96%	0%	1%	1%	1%	0%	F	0.101	0.564	3200	(
	то	NCL M	ndison											
Bus Main Ct	From:			000/	00/	10/	10/	10/	00/	N.	0.101	0.504	0000	
Main St	Madison County	0.75 320 US 29 North	-	96%	0%	1%	1%	1%	0%	N	0.101	0.564	3200	1
Bus	From:	US												
29 Madison Rd	Culpeper County	0.28 150		98%	0%	1%	0%	1%	0%	С	0.088	0.579	16000	(
9	To	SCL Cu												
Bus	From:			2001	201	401	201	201	00/	_	0.000	0.557	17000	
Madison Rd	Town of Culpeper	1.27 160	00 G	98%	0%	1%	0%	0%	0%	С	0.089	0.557	17000	(
us	To: From:	West S	treet			╧								
Madison Rd	Town of Culpeper	0.12 140	00 G	98%	0%	1%	0%	1%	0%	F	0.079	0.512	15000	(
	To:	US 522, Bus US 15		arg Rd										
Bus Bus 29 (15 (522 Main St	Town of Culpeper	0.26 120		97%	1%	1%	1%	1%	0%	С	0.075	0.571	12000	(
29) (15) (522) Main St	Town of Culpeper	204-3651 C		J1 /6	1 /0	1 /0	1 /0	1 /0	0 /0	J	0.073	0.57 1	12000	

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

		-					Tru	ıck			K	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Bus Bus	From:		Orange Rd	.=.						_				
29 15 522 Main St	Town of Culpeper	0.59 18	8000 G	97%	1%	1%	1%	1%	0%	F	0.075	0.571	19000	G
Bus Bus	To: From:	US 522 EV	ANS STREET											
(29) (15) Main St	Town of Culpeper	0.20 18	8000 F	97%	1%	1%	0%	1%	0%	С	0.077	0.597	19000	F
Bus Bus	To: From	Begin	SR 229											
29 (15) (229) Main St	Town of Culpeper	0.06 18	8000 F	97%	1%	1%	0%	1%	0%	С	0.077	0.597	19000	F
\sim	To:		ladison Hwy											
Bus Bus 29 15 Madison Highway	Town of Culpeper		0, Main St 000 F	98%	0%	1%	0%	1%	0%	С	0.082	0.512	22000	F
29) (15) Madison Highway	Town of Culpeper			90%	076	1 70	0%	1 70	076	C	0.062	0.312	22000	Г
Bus Bus	To- From:	NOTTINGE	HAM STREET											
29) (15) Madison Highway	Town of Culpeper	0.91 23	8000 F	98%	0%	1%	0%	1%	0%	С	0.081	0.539	24000	F
Bus Bus	To: From:	NCL CU	ULPEPER											
29 (15) Madison Highway	Culpeper County	2.07 11	000 A	96%	1%	1%	1%	2%	0%	С	0.094	0.624	11000	Α
	To:	US 15 US	\$ 29, 23-762											
Bus Bus	From:	US 15,US 29 Sc												
29) (15) Remington Rd	Culpeper County		700 G	98%	0%	1%	0%	0%	0%	С	0.097	0.509	1800	G
Bus Bus	From:		County Line County Line											
29) (15) James Madison St	Fauquier County		800 G	98%	0%	1%	0%	0%	0%	F	0.096	0.538	1800	G
\hookrightarrow	To	SCL R	emington											
Bus Bus 29 (15) James Madsion St	Town of Remington (Maint: 30)		800 N	98%	0%	1%	0%	0%	0%	N	0.096	0.538	1800	N
29) (13) dames inaccion et	Tollington (Waint: 50)			0070	0 70		0 / 0	0 /0	0 /0		0.000	0.000	1000	.,
Bus Bus	From:		0-651											
29 (15) James Madsion St	Town of Remington (Maint: 30)	0.30 23	300 G	98%	0%	1%	0%	0%	0%	F	0.093	0.649	2400	G
Bus Bus	To: From:	NCL R	temington											
29 (15) James Madsion St	Fauquier County		300 N	98%	0%	1%	0%	0%	0%	Ν	0.093	0.649	2400	Ν
	To:	US 15,US 29 N	orth of Reming	ton										
Bus Bus Bus	From:		S 17 US 29	2221										
29 (15) (17) James Madison Hwy	Fauquier County	0.55 11	000 A	98%	1%	1%	0%	1%	0%	С	0.101	0.652	12000	Α
Bus Bus Bus	To: From:	SCL W	Varrenton											
29) (15) (17) James Madison Hwy	Town of Warrenton		000 N	98%	1%	1%	0%	1%	0%	Ν	0.101	0.652	12000	Ν
Bus Bus	To: From:		7 Shirley Ave US 15											
Bus Bus 29 17 East Shirley Ave	Town of Warrenton		2000 G	98%	0%	1%	0%	0%	0%	С	0.085	0.504	13000	G
	To		eper St		- / -		- / -	- / -						
Bus Bus	From			000/	00/		00/	00/	00/	0	0.004	0.51	10000	
29 17 West Shirley Ave	Town of Warrenton		8000 G	98%	0%	1%	0%	0%	0%	С	0.084	0.51	19000	G
-	100	US 17.	, US 211											

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

_						Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Bus Bus	From:	US 17, US 211											
29) (17) (211) Broadview Ave	Town of Warrenton	0.86 33000	G 98%	0%	1%	0%	0%	0%	С	0.08	0.584	34000	G
	To	Bus US 17 Broadview	Ave										
Bus 29 211 Lee Highway	Town of Warrenton	0.55 29000	G 98%	0%	1%	0%	1%	0%	С	0.077	0.537	29000	G
29 (211) Lee Highway	To:	Bus US 15 Blackwell		0 /6	1 /0	0 /6	1 /0	0 /6	O	0.077	0.557	23000	ч
Bus Bus	From:	BUS US 15	Ru										
29 15 Lee Highway	Town of Warrenton	0.59 33000	G 99%	0%	0%	0%	0%	0%	F	0.087	0.526	33000	G
\bigcirc	To: From:	NCL Warrenton											
Bus Bus 29 15 Lee Highway	Fauquier County	0.27 33000	G 99%	0%	0%	0%	0%	0%	F	0.087	0.526	33000	G
29) (13) 200 (119)	To:	US 15 US 29	u 0070	0 70	70	0 70	070	070	•	0.007	0.020	00000	ŭ
	From:	US 1 Washington Hy	X/V										
(30) Kings Dominion Boulevard	Hanover County		G 85%	1%	1%	5%	9%	0%	С	0.083	0.508	5400	G
3	To	I-95											
30 Kings Dominion Boulevard	Hanover County		G 87%	0%	1%	2%	10%	0%	F	0.069	0.503	14000	G
30) runge Benninen Bedievard	Tidaliovel occurry			0 70		270	1070	070	•	0.000	0.000	1 1000	~
As Kings Dominion Rouleward	Hanayar County	42-688 Doswell Roa 1.00 6300	d 87%	0%	1%	2%	10%	0%	С	0.087	0.692	6500	G
30 Kings Dominion Boulevard	Hanover County	Caroline County Lin		076	170	270	10%	0%	C	0.067	0.092	6500	G
	From:	Hanover County Lin											
30 Dawn Blvd	Caroline County	3.47 5100	G 87%	0%	1%	2%	10%	0%	F	0.083	0.636	5200	G
\smile	Tot	US 301, SR 2 Richmond	Trnpk										
30 Dawn Blvd	Caroline County		G 79%	0%	1%	4%	16%	0%	F	0.087	0.675	4000	G
30	To:	King William County l											
	From:	Caroline County Lin											
(30) King William Rd	King William County	7.75 3300	G 79%	0%	1%	4%	16%	0%	С	0.088	0.656	3400	G
<u> </u>	To: From:	50-608 Globe Rd											
30 King William Rd	King William County	4.37 4500	G 79%	0%	1%	4%	16%	0%	F	0.080	0.510	4600	G
\smile	To:	US 360 Richmond Tappahan	nock Hwv										
(30) King William Rd	King William County		G 88%	0%	1%	2%	9%	0%	С	0.089	0.62	5000	G
	To	50-633 Powhatan Tra	oil										
30) King William Rd	From: King William County		G 88%	0%	1%	2%	9%	0%	F	0.084	0.593	2900	G
30) 11119 11111111111	Talling Training			0 70		270	0 70	070	•	0.001	0.000	2000	<u> </u>
King William Pd	King William County	50-632 Mt Olive-Cohok 5.62 4200		0%	1%	2%	9%	09/	F	0.075	0.592	4300	G
30) King William Rd	King William County		G 88%	076	1 70	270	970	0%	Г	0.075	0.592	4300	G
	To: From:	WCL West Point	-				.=-/						
30 Main St	Town of West Point (Maint: 50)		G 77%	1%	1%	4%	17%	0%	С	0.075	0.592	3900	G
	From	SR 33, 14th St SR 33 Main St											
30) (33) 14th St	Town of West Point (Maint: 50)		G 90%	0%	1%	3%	6%	0%	С	0.088	0.639	19000	G
30) (33) 1 31	To	New Kent County Li		0,0	Ť	0,0	• , •	0,0	•	5.555	3.330	.0000	~
	From	King William County l											
30 33	New Kent County		G 90%	0%	1%	3%	6%	0%	F	0.081	0.595	15000	G
\smile	Тα	SR 33; SR 249 Angelview	Church										

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

		Filliary and inters				Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK I	Dir Factor	AAWDT	QW
	From:	SR 33; SR 249 Ange												
(30) New Kent Hwy	New Kent County	3.43 4100	G 89%	1%	1%	4%	5%	0%	С	0.089		0.61	4200	G
<u> </u>	To:	SR 273 Farmer	s Drive											
30 New Kent Hwy	New Kent County	0.78 8300	G 89%	1%	1%	4%	5%	0%	F	0.091		0.666	8600	G
\bigcirc	To:	James City Cou												
Old Charalling	From:	New Kent Cour		10/	10/	40/	F0/	00/	F	0.007		0.000	10000	_
30 Old Stage Hwy	James City County	2.13 10000	G 89%	1%	1%	4%	5%	0%	Г	0.097		0.682	10000	G
	To: From:	I-64												
30 Barhamsville Rd	James City County	1.71 9800	G 95%	1%	1%	1%	3%	0%	С	0.094		0.651	10000	G
\smile	To: From:	US 60 Richmo	ond Rd											
30) Rochambeau Dr	James City County	2.95 8300	G 97%	1%	1%	0%	1%	0%	С	0.105		0.612	8500	G
\smile	То	47-607 Croaker Rd; 47-75												
Overder Dd	From:	47-755 Rochambeau		40/	10/	00/	40/	00/	_	0.405		0.040	40000	_
30 Croaker Rd	James City County	0.46 12000	G 97%	1%	1%	0%	1%	0%	F	0.105	1	0.612	12000	G
	10.	I-64												
	From:	SR 30 I-95-N098B TO A											0000	_
30) Ramp	Hanover County	0.20 2000	G							0.093			2000	G
<u> </u>	10.	I-95-N FR R												
	From:	SR 30 Old Stag											.=	
30 Ramp	James City County	0.19 1400	Α		1					0.123			1500	Α
<u> </u>	To:	I-64 Wes			ļ									
East	From:	SR 30 Kings Dominio												_
30) Ramp	Hanover County	0.04 1300	G							0.124			1300	G
East	To: From:	Ramp from Kings Do	ominion Gate											
30) Ramp	Hanover County	0.13 1400	G							0.114			1400	G
30)	To:	I-95 Sout												
East	From:	SR 30 TO I-64												
Ramp	James City County	0.26 3500	G							0.137			3500	G
30) 1 4	To:	I-64-E FROM RT								0.107			0000	Ŭ
East	From	SR 30 I-64-E231A FRC												
30) Ramp	James City County	0.28 3900	G							0.127			3900	G
30) Hamp	To:	I-64-E FROM RT 30 EAS								0.127			0000	
East	From:	SR 30 TO I-64												
30) Ramp	James City County	0.23 700	G							0.086			700	G
30) Hamp	To To	I-64-W FROM RT 30 EAS								0.000			700	G
Most	From				<u> </u>									
West 30 Ramp	Hanover County	SR 30 TO R 0.20 2700	G G							0.105			2700	G
30) Ramp	Tailovei County	I-95-S FR R			1					0.105			2700	d
	P				<u> </u>									
West Ramp	James City County	SR 30 TO I-64 0.26 1400								0.109			1400	G
30) Ramp	James City County	0.26 1400 I-64-E FROM RT	G 30 WEST		i					0.109			1400	G
		1-04-E FROM R1	JU WEST											

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

				_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
Vest	From:	SR 30 TO I-64 EAST								0.100		1000	_
30 Ramp	James City County	0.22 1000 G -64-E FROM RT 30 WEST & 60	7 COUTH							0.122		1000	G
	I												
Vest 30 Ramp	James City County	SR 30; 47-607 I-64-W231B 0.31 460 G								0.123		460	(
30) Ramp		1-W FROM RT 30 WEST & RT		Н						0.125		400	`
	From:	US 460	007 5001										_
31) Main St	Town of Wakefield (Maint: 91)	0.44 2600 G	97%	1%	1%	0%	1%	0%	С	0.095	0.604	2700	
31)	To.				 i		.,.		_				
	Sussex County	NCL Wakefield 3.22 2600 N	97%	1%	1%	0%	1%	0%	N	0.095	0.604	2700	
31)	Sussex County	Surry County Line	31 /0	1 /0		0 /6	1 /0	0 /6	IN	0.093	0.004	2700	
	From:	Sussex County Line											_
31) Rolfe Hwy	Surry County	1.93 1700 F	97%	1%	1%	0%	1%	0%	F	0.108	0.557	1800	
\mathcal{L}	Tor	WCL Dendron											
31) Rolfe Hwy	Town of Dendron (Maint: 90)	0.70 1700 N	97%	1%	1%	0%	1%	0%	Ν	0.108	0.557	1800	
,	To												
31) Rolfe Hwy	Town of Dendron (Maint: 90)	90-643 James St 0.89 1500 F	97%	1%	1%	0%	1%	0%	F	0.104	0.508	1500	
31) Holle Hwy	To:	NCL Dendron	37 /6	1 /0		0 70	1 /0	0 70	•	0.104	0.500	1300	
	From:	ECL Dendron											
31) Rolfe Hwy	Surry County	7.47 1500 N	97%	1%	1%	0%	1%	0%	Ν	0.104	0.508	1500	- 1
\sim	Tox	SR 10 S, Colonial Trail											
Colonial Trail	Surn/County	S SR 10 0.47 4800 F	93%	1%	10/	1%	5%	00/	F	0.087	0.612	5000	
31 (10) Colonial Trail	Surry County		33 /6	1 /0	1%	1 /0	J /0	0%	'	0.007	0.012	3000	
	From	SCL Surry											
31) (10) Colonial Trail	Town of Surry (Maint: 90)	0.57 4800 N	93%	1%	1%	1%	5%	0%	N	0.087	0.612	5000	١
	From:	N SR 10 SR 10 N, Colonial Trail											
31) Rolfe Hwy	Town of Surry (Maint: 90)	0.41 2100 F		0%	1%	1%	0%	0%	С	0.102	0.609	2100	
,	Te												
31) Rolfe Hwy	Surry County	NCL Surry 4.00 2100 N	98%	0%	1%	1%	0%	0%	N	0.102	0.609	2100	
31) Holle Hwy	curry county		30 /6	0 70	1 70	1 /0	0 70	0 70	14	0.102	0.003	2100	
	From	Jamestown Ferry	000/	40/	10/	00/	00/	00/	_	0.404	0.505	7400	_
31) Jamestown Rd	James City County	2.10 7300 G	98%	1%	1%	0%	0%	0%	F	0.104	0.565	7400	(
$\overline{}$	To: From:	47-681 Sandy Bay Rd											_
31) Jamestown Rd	James City County	2.30 8500 G	98%	1%	1%	0%	0%	0%	С	0.096	0.644	9000	•
<u> </u>	To: From:	WCL Williamsburg											
31) Jamestown Rd	City of Williamsburg	0.04 16000 G	98%	1%	1%	0%	0%	0%	F	0.094	0.525	17000	(
\smile	To	State Maintenance Bound	arv		— [—								
31) Jamestown Rd	City of Williamsburg (Maint: 47)	0.02 16000 G		1%	1%	0%	0%	0%	F	0.094	0.525	17000	(
	То	SR 5; SR 199											
	From:	North Carolina State Lin	e	-			-						
32) Carolina Rd	City of Suffolk	2.89 3600 G		1%	1%	1%	7%	0%	С	0.1	0.788	3800	(
$\overline{}$	To:	133-642 Adams Swamp I	Rd										

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

			Routes			Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q
	From:	133-642 Adams Swamp											
Carolina Rd	City of Suffolk	2.07 3900 G	91%	1%	1%	1%	7%	0%	F	0.096	0.765	4200	(
	To- From:	133-675 Cypress Chapel			┰								
Carolina Rd	City of Suffolk	1.40 4300 G	91%	1%	1%	1%	7%	0%	С	0.097	0.737	4600	(
	From	133-759 Babbtown Ro		40/		40/	70/	00/		2 2 2 4	0.704	4700	
Carolina Rd	City of Suffolk	0.65 4400 G	i 91%	1%	1%	1%	7%	0%	F	0.094	0.764	4700	
0	From	133-647 Copeland Rd		40/		40/	70/	00/		0.000	0.707	4000	
(32) Carolina Rd	City of Suffolk	2.45 4500 G US 13 South of Suffoll		1%	1%	1%	7%	0%	F	0.096	0.737	4800	
	From:	Whaleyville Blvd	ζ.		_								
(13) Carolina Rd	City of Suffolk	1.64 17000 G	i 88%	0%	1%	1%	11%	0%	F	0.085	0.703	16000	
	To	61-731 Dill Rd			_								
Bus (13) Carolina Rd	City of Suffolk	1.17 11000 G	i 88%	0%	1%	1%	11%	0%	F	0.082	0.676	10000	
(13) Garonna ria	Tol		0070	0 70		1,0	1170	070	•	0.002	0.070	10000	
Bus	From:	Old SCL Suffolk											
2 (13) Carolina Rd	City of Suffolk	0.54 11000 G		0%	1%	1%	11%	0%	F	0.087	0.602	11000	
Bus	From:	Bus US 58 Constance F Fayette St	kd .										
2) (13) Main St	City of Suffolk	0.34 9500 G	i 99%	0%	1%	0%	0%	0%	С	0.081	0.585	10000	
		SR 337 Washington S	·										
Bus Main St	City of Suffolk	0.68 19000 G		0%	1%	0%	0%	0%	F	0.079	0.561	20000	
12 (13) (10) Main St	City of Surloik			076	1 70	0%	0%	0%	Г	0.079	0.561	20000	
Bus	To: From:	Bus US 58, Bus US 46	0										
(460) (10) Main St	City of Suffolk	0.09 28000 G	i 99%	0%	1%	0%	0%	0%	F	0.087	0.502	29000	
Bus	To: From:	Old NCL of Suffolk											
32 (460) (10)	City of Suffolk	1.49 26000 A	99%	0%	0%	0%	0%	0%	С	0.1	0.529	27000	
(400) (10)	To:	SR 10 Elephant Fork					• , •	- , -					
<u> </u>	From:	Bus US 460											
(10) Godwin Blvd	City of Suffolk	0.54 19000 G	i 95%	1%	1%	1%	2%	0%	F	0.084	0.513	21000	
	To: From:	US 58 Suffolk Bypass											
(10) Godwin Blvd	City of Suffolk	1.36 22000 G	i 95%	1%	1%	1%	2%	0%	F	0.089	0.510	24000	
	To: From:	61-634 Kings Fork Rd			\Box \vdash								
$\binom{10}{10}$ Godwin Blvd	City of Suffolk	4.81 12000 G	i 95%	1%	1%	1%	2%	0%	С	0.097	0.571	12000	
	To: From:	61-603 Everets Rd											
$_{2})$ $(_{10})$ Godwin Blvd	City of Suffolk	0.87 12000 G	i 95%	1%	1%	1%	2%	0%	F	0.097	0.571	13000	
	To: From:	SR 125 Chuckatuck											
32) (10)	City of Suffolk	1.31 9200 G		1%	1%	1%	2%	0%	F	0.09	0.614	9800	
	To:	Isle of Wight County Li	ne	-									
32 (10) Benns Church Blvd	Isle of Wight County	NCL Suffolk 4.15 11000 G	i 95%	0%	1%	2%	2%	0%	С	0.097	0.629	12000	
32 (10) Benns Church Blvd	To Vignt County	US 258 Brewers Neck B		U 7/0	1 70	∠70	∠70	U 70	U	0.097	0.029	12000	

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

		Primary an						Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 10 I	Benns Church	n Blvd			1	017.040	TTTQII	Liian		1 40101		1 40101		
32) (258) Brewers Neck Blv	d Isle of Wight C		25000	G	96%	1%	0%	1%	2%	0%	С	0.097		0.607	26000	G
	то.	TIC 1	7 Carrollton I	Dlud												
32) (17) (258) Carrolton BI	vd Isle of Wight C		29000	A	97%	0%	0%	1%	1%	0%	С	0.115		0.658	31000	Α
32) (17) (236) 64.76.76.7					0.70	0,0		. , 0	. , 0	0,0	Ū	00		0.000	0.000	
	Inlo of Wight C	ounty 4.64	F-807 28000	G	97%	0%	0%	1%	1%	0%	F	0.11		0.754	30000	G
32 [17] [258]	lsle of Wight Co ت∞آ	,	Newport Ne		9770	076	0%	1 70	1 70	0%	Г	0.11		0.754	30000	G
	From:		Wight County													
32) (17) (258) Mercury Blv	d City of Newport		28000	G	97%	0%	0%	1%	1%	0%	F	0.11		0.754	30000	C
	т	TIC 6	0 Warwick B	Dlv.d												
32) (17) (258) Mercury Blv	From:L d City of Newport		37000	G	97%	0%	0%	1%	1%	0%	F	0.099		0.6	39000	G
32) (17) (238) 11101001) 211	To:		SR 143 Jeffer			0 70		1 70	1 /0	0 70	•	0.000		0.0	00000	Ŭ
	From:	,	Virginia State		_											_
33 Rawley Pike	L Rockingham C		2000	F	94%	1%	0%	1%	4%	0%	F	0.097		0.691	2100	F
33) Hawley I like	riookingham o			-	0 +70	1 /0		1 /0	470	0 70	•	0.007		0.001	2100	
~~	From		840 Bridger I		0.40/	10/		40/	40/	00/	_	0.005		0.700	0000	_
Rawley Pike	Rockingham Co	ounty 2.80	2800	F	94%	1%	0%	1%	4%	0%	С	0.085		0.738	3000	F
<u></u>	To- From:	82-613 Whitmo														_
Rawley Pike	Rockingham Co	ounty 5.70	6600	F	94%	1%	0%	1%	4%	0%	F	0.092		0.553	7200	F
~	To:	WC	L Harrisonbu	ırg			_									
33 W Market St	City of Harrison		9100	F	96%	1%	1%	0%	2%	0%	F	0.099		0.597	9900	F
	Tα		Waterman Dr													
33 W Market St	From:L City of Harrisor		9600	F	96%	1%	1%	0%	2%	0%	С	0.092		0.529	10000	F
33) 11	тГ	-				. , 0		0 / 0	_,,	0,0	Ū	0.002		0.020	.0000	
W Marriage Ct	From		R 42 S High S		000/	10/	10/	00/	00/	00/	F	0.007			F000	F
W Market St	City of Harrisor _⊤ -		4800	F	96%	1%	1%	0%	2%	0%	F	0.097			5300	r
	From:	В	us US 33 Par US 11	[
33 11 Main St NB	City of Harrisor	nburg 0.02	5900	N	97%	0%	1%	1%	1%	0%	Ν	0.1		0.551	6400	١
33) (11)	Combined Traffic Estimates for 2 Parallel I	•		N	96%	0%	1%	1%	1%	0%	Ν	0.087	F	0.773	11000	Ν
	To:	•	S 11 Main St				Ť	.,.	.,-	- , -			•			-
	From:		11 Main St N	ΝВ												
33 E Market St	City of Harrisor	nburg 0.11	5900	F	97%	0%	1%	1%	1%	0%	F	0.092		0.549	6400	F
~	To		Mason St													
33 E Market St	City of Harrison	nburg 0.87	12000	F	97%	0%	1%	1%	1%	0%	F	0.093		0.575	13000	F
	To	-	Vina Ct													
33 E Market St	City of Harrisor	nburg 0.61	Vine St 17000	F	97%	0%	1%	1%	1%	0%	С	0.09		0.541	19000	F
33) L Warner St	Oity of Hallison	ibuig 0.01		•	JI /0	U /0	1 /0	1 /0	1 /0	U /0	J	0.08		0.541	1 3000	r
~~	To From:	1 2	I-81		0051	461		461	061	061		0.000		0.5:-	04000	
33) E Market St	City of Harrison	nburg 0.59	29000	F	96%	1%	1%	1%	2%	0%	F	0.089		0.517	31000	F
~	To: From:		niversity Blvo	d												
33 E Market St	City of Harrison	nburg 1.07	25000	F	97%	0%	1%	0%	2%	0%	С	0.095		0.604	27000	F
~	To:	EC	L Harrisonbu	rg												

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

						Tru	ck			K	D	ir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Fac		AAWDT	QW
~~~	From:	ECL Harrisonburg												
(33) Spotswood Trail	Rockingham County	0.21 <b>28000 G</b>	96%	1%	1%	1%	2%	0%	F	0.095	0.6	04	29000	G
<del>-</del>	To: From:	82-704 Boyers Rd												
(33) Spotswood Trail	Rockingham County	2.08 <b>23000 F</b>	96%	1%	1%	1%	2%	0%	F	0.096	0.5	58	25000	F
<u> </u>	To: From:	SR 276 Cross Keys Rd												
33 Spotswood Trail	Rockingham County	2.73 <b>25000 F</b>	96%	1%	1%	1%	2%	0%	С	0.099	0.5	81	26000	F
<u> </u>	To From:	82-842 Montevideo			$\neg$ $\vdash$									
33 Spotswood Trail	Rockingham County	2.53 <b>21000 F</b>	96%	1%	1%	1%	2%	0%	F	0.092	0.5	93	22000	F
<u> </u>	To	82-649 Stover Dr; Island Ford	Rd											
33 Spotswood Trail	Rockingham County	1.83 <b>20000 F</b>	96%	1%	1%	1%	2%	0%	F	0.095	0.5	94	21000	F
<u> </u>	To	82-602 East Point Rd			<u> </u>									
33 Spotswood Trail	Rockingham County	3.12 <b>13000</b> F	96%	1%	1%	1%	2%	0%	С	0.095	0.5	99	13000	F
	Τα	US 33 Bus West of Elkton												
33 Spotswood Trail	Rockingham County	0.89 <b>9200</b> F	93%	1%	1%	1%	4%	0%	F	0.095	0.5	45	9700	F
	To	WCL Elkton												
33 Spotswood Trail	From: Town of Elkton (Maint: 82)	0.69 <b>9200 N</b>	93%	1%	1%	1%	4%	0%	Ν	0.095	0.5	45	9700	N
(33) speciment was	To.					.,.	.,,							
33 Spotswood Trail	Rockingham County	ECL Elkton 0.04 <b>9200 N</b>	93%	1%	1%	1%	4%	0%	N	0.095	0.5	45	9700	N
(33) Spotemosa Train	Tol			1,70		1 70	170	0 70	. •	0.000	0.0		0700	
33 Spotswood Trail	Rockingham County	US 340 6.25 <b>5900 F</b>	93%	1%	1%	1%	4%	0%	С	0.095	0.5	12	6300	F
Spotswood Trail	To:	Greene County Line	30 /6	1 /0	1/0	1 /0	4 /0	0 /6	O	0.033	0.5	12	0300	'
	From:	Rockingham County Line												
33 Spotswood Trail	Greene County	4.38 <b>5100 G</b>	92%	1%	1%	2%	3%	0%	С	0.093	0.5	37	5200	G
<u> </u>	To: From:	39-638 Turkey Ridge Rd			$=$ $\vdash$									
33 Spotswood Trail	Greene County	3.00 <b>5800 G</b>	92%	1%	1%	2%	3%	0%	F	0.092	0.5	53	6000	G
<u> </u>	To	Bus US 33 Spotswood Trai	1											
33 Standardsville Bypass	Greene County	2.09 <b>8300 G</b>	95%	1%	1%	2%	2%	0%	С	0.115	0.5	39	8600	G
<u> </u>	To:	Bus US 33 Spotswood Trai	1											
33 Spotswood Trail	Greene County	0.50 <b>13000 G</b>	96%	1%	1%	1%	1%	0%	С	0.094	0.5	45	14000	G
	т _о	39-609 Fredericksburg Rd												
33 Spotswood Trail	Greene County	2.15 <b>14000 G</b>	96%	1%	1%	1%	1%	0%	F	0.091	0.5	13	14000	G
(33) 17 11 11	To													
33 Spotswood Trail	Greene County	39-633 Amicus Rd 2.09 <b>18000 G</b>	96%	1%	1%	1%	1%	0%	F	0.092	0.6	20	19000	G
(33) 34313133				. /0		. /0	. ,0	3 / 0	•	0.502	0.0			~
33 Spotswood Trail	Greene County	US 29 Seminole Trail 2.24 <b>7200 G</b>	94%	1%	1%	1%	3%	0%	F	0.090	0.9	56	7500	G
Spotswood Trail	Tr	Orange County Line	J+ /0	1 /0	1 /6	1 /0	J /0	U /0	'	0.030	0.	,,	7 300	u
	From	Greene County Line												
33 Spotswood Trail	Orange County	4.51 <b>6900 G</b>	94%	1%	1%	1%	3%	0%	С	0.098	0.5	11	7100	G
$\smile$	Tα	SR 20 W, Constitution Hwy	у											

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

Davida	To contact all and a con-	Lameth AAD	O.A. 4T:	р		Tru	ck		00	K	OK Dir	A A14/DT	
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	_Q
~~~~	From:	SR 20 W, Constitution							_				_
33 (20) Spotswood Trail	Orange County	0.22 6800	G 94%	0%	1%	1%	4%	0%	F	0.093	0.550	7000	(
~	To- From:	SR 20 E, Constitutio											
33 Spotswood Trail	Orange County	5.44 5400	G 94%	0%	1%	1%	4%	0%	С	0.09	0.519	5600	
<u> </u>	To: From:	WCL Gordonsv	ille										
33 Spotswood Trail	Town of Gordonsville (Maint: 68)	0.01 5400	N 94%	0%	1%	1%	4%	0%	Ν	0.09	0.519	5600	
~	To	SR 231 Blue Ridge	Tpke										
Spotswood Trail	Town of Gordonsville (Maint: 68)	0.15 6600	G 95%	0%	1%	1%	3%	0%	С	0.092	0.508	6800	
	To:	US 15 James Madiso	on Hwy										
~~~	From:	S SR 231	• 000/	40/		40/	00/	00/	_	0.005	0.555	0.400	
Martinsburg Ave	Town of Gordonsville (Maint: 68)	1.12 <b>9200</b>	<b>G</b> 89%	1%	1%	1%	8%	0%	F	0.085	0.555	9400	
~ ·	To: From:	SCL Gordonsvi											
$\binom{15}{15}$ James Madison Hwy	Louisa County	0.45 <b>9000</b>	<b>G</b> 89%	1%	1%	1%	8%	0%	F	0.092	0.569	9300	
<del></del>	To: From:	US 15 South of Gord US 15 James Madiso											
South Spotswood Trail	Louisa County	8.28 <b>3000</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.096	0.565	3100	
53) coai spoiocoaa				. , , ,		. , 0	. , 0	0,0	Ū	0.000	0.000	0.00	
33 (22) Louisa Rd	Louisa County	SR 22 Treviliar 3.84 <b>5500</b>	G 96%	1%	1%	1%	1%	0%	F	0.091	0.557	5700	
22 Louisa Rd	Louisa County		<b>G</b> 96%	170	1 %	170	170	0%	Г	0.091	0.557	5700	
~	To: From:	WCL Louisa			<del> </del> _								
33 (22) West Main St	Town of Louisa (Maint: 54)	1.08 <b>7000</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.089	0.522	7200	
	To: From:	SR 208 Courthous											
22 208 West Main St	Town of Louisa (Maint: 54)	0.40 <b>16000</b>	<b>G</b> 98%	1%	1%	0%	1%	0%	F	0.085	0.509	17000	
$\nearrow$ $\bigcirc$ $\bigcirc$	To: From:	SR 22; SR 208 East of I											
33 \ Jefferson Hwy	Town of Louisa (Maint: 54)	SR 22; SR 208 Ma 0.97 <b>4500</b>	<b>G</b> 98%	1%	1%	0%	1%	0%	С	0.088	0.599	4600	
33 Jefferson Hwy	Town or Louisa (Maint: 54)		<b>u</b> 0070	1 70		070	1 /0	0 70	J	0.000	0.000	4000	
) lefferson live	From:	ECL Louisa	<b>G</b> 97%	1%	10/	10/	10/	00/		0.007	0.044	0000	
Jefferson Hwy	Louisa County	5.59 <b>2900</b>	<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.097	0.644	3000	
~ ~~	To: From:	US 522 Pendletor			<u> </u>								
(522) Jefferson Hwy	Louisa County	0.66 <b>6000</b>	<b>G</b> 98%	1%	1%	0%	1%	0%	F	0.095	0.544	6200	
<del></del>	To: From:	US 522 Cross Cour	nty Rd										
Jefferson Hwy	Louisa County	9.29 <b>3000</b>	<b>G</b> 98%	1%	1%	0%	1%	0%	F	0.098	0.546	3100	
~	To	54-655 Bethany Chu	ırch Rd										
33 Jefferson Hwy	Louisa County	2.71 <b>4100</b>	<b>G</b> 98%	1%	1%	0%	1%	0%	F	0.105	0.719	4200	
	To:	Hanover County 1	Line										
~	From:	Louisa County L							_				
Mountain Rd	Hanover County	3.95 <b>4700</b>	<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.098	0.685	4800	
<u>-</u>	To: From:	42-715 Beaver Dam Rd; C											
Mountain Rd	Hanover County	1.94 <b>11000</b>	<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.094	0.661	11000	
~	To Down	SR 54 West Patrick F	Henry Dr		$\Box$ $\vdash$								
33 Mountain Rd	Hanover County	4.20 <b>8000</b>	<b>G</b> 96%	1%	1%	1%	2%	0%	С	0.1	0.707	8300	
<del></del>	To	42-671 Scotchtow	n Rd										

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

<u>, — — — — — — — — — — — — — — — — — — —</u>		Filliary and inters					Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	42-671 Scotch	town Rd			ZAXIE	3+Axie	HIIAII	ZIIali		i actor	i actor		
(33) Mountain Rd	Hanover County	1.72 10000		96%	1%	1%	1%	2%	0%	F	0.099	0.847	10000	G
(33)	To					<del></del> 1								-
(33) Mountain Rd	Hanover County	42-670 Farring 5.50 <b>1000</b> 0		96%	1%	1%	1%	2%	0%	F	0.101	0.745	10000	G
(33) Mountain Rd	Tanover County	Henrico Coun		30 /6	1 /0	1 /8	1 /0	2/0	0 /6	'	0.101	0.743	10000	u
	From:	Hanover Cour	-											
33 Staples Mill Rd	Henrico County	0.38 <b>2000</b> 0	) G	96%	1%	1%	1%	2%	0%	F	0.093	0.681	22000	G
$\overline{}$	To:	I-295												
33 Staples Mill Rd	Henrico County	0.61 <b>2400</b> 0	) G	98%	0%	1%	0%	0%	0%	F	0.109	0.537	26000	G
	To	SR 157; Springfield R		in Dd										
33 Staples Mill Rd	Henrico County	2.18 <b>1900</b>		98%	0%	1%	0%	0%	0%	F	0.100	0.564	22000	G
33 Otapics Willi Fid	Hormos county		-	3070	0 70	1 /0	070	0 70	0 70	•	0.100	0.004	22000	ď
Charles Mill Del	To:	43-7526 Hung		000/	00/	10/	00/	00/	00/	F	0.000	0.000	00000	
33 Staples Mill Rd	Henrico County	1.05 <b>2300</b> 0	) G	98%	0%	1%	0%	0%	0%	г	0.096	0.692	26000	G
~~~	To: From:	Parham I												
33 Staples Mill Rd	Henrico County	1.10 3300 0) B	98%	0%	1%	0%	0%	0%	С	0.109	0.544	38000	В
<u> </u>	To: From	Bremner F	Blvd											
33 Staples Mill Rd	Henrico County	0.37 37000) G	98%	0%	1%	0%	0%	0%	F	0.092	0.518	42000	G
\bigcirc	Τα	SR 356 Hilliard Rd; 43-	7536 Glen	side Dr										
33 Staples Mill Rd	Henrico County	1.01 34000		98%	0%	1%	0%	0%	0%	F	0.092	0.522	38000	G
	To	I-64												
33 Staples Mill Rd	From: Henrico County	1.32 19000) G	98%	0%	1%	0%	0%	0%	F	0.092	0.518	22000	G
33 Otapics Willi Fid	ricinico county			30 70	0 70	1 70	0 70	0 70	0 70	'	0.032	0.510	22000	а
Charles Mill Del	City of Distance and	WCL Richt		000/	00/	10/	00/	00/	00/	F	0.000	0.510	00000	
33 Staples Mill Rd	City of Richmond	0.03 1900 0 US 250 Bro		98%	0%	1%	0%	0%	0%	г	0.092	0.518	22000	G
	From:	US 250; Staples												
33 250 Broad St	City of Richmond	0.79 2600 0		98%	1%	1%	0%	0%	0%	С	0.115	0.550	29000	В
	Tα	Malvern A	1											
33 250 Broad St	City of Richmond	0.97 2700 0		98%	1%	1%	0%	0%	0%	F	0.091	0.56	30000	F
(33) (250) Broad St	Only of Fillorinford			3070	1 /0	1 /0	070	0 70	0 70	•	0.001	0.00	00000	•
Drood Ct	City of Diahmand	Sheppard		000/	10/	10/	00/	00/	00/		0.000	0.500	00000	
33 250 Broad St	City of Richmond	0.38 23000) F	98%	1%	1%	0%	0%	0%	F	0.093	0.523	26000	F
~~~	To: From:	SR 399 Termir												
(33) (250) Broad St	City of Richmond	0.94 <b>25000</b>	) G	98%	1%	1%	0%	0%	0%	F	0.093	0.523	28000	G
~ ~	To: From	SR 33 P, Hari	rison St											
33 250 Broad St	City of Richmond	0.08 <b>26000</b>	) F	98%	1%	1%	0%	0%	0%	F	0.083	0.569	29000	F
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 36000	) F	98%	1%	1%	0%	1%	0%	F	NA		40000	F
	To	US 250 Bro	ad St			<u> </u>								
33 Hancock Rd	City of Richmond	0.23 <b>730</b>	F	98%	1%	1%	0%	0%	0%	F	0.087	0.785	790	F
	Combined Traffic Estimates for 2 Parallel Roadways			97%	1%	1%	1%	1%	0%	F	0.076	F 0.579	4900	F
	Tα				. , ,		. , •	. , •	- / 0		2.3.0	. 0.070		•
	Te	Leigh S	t											_

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

Route	Jurisdiction	Length AADT QA	4Tire	Ruc	Truck le 3+Axle 1Trail		QC	K Factor	QK Dir Factor	AAWDT	r QW
East 33 Ramp to I-81 S at Exit 247	From.  City of Harrisonburg (Maint: 82)	US 33 E, E Market St 0.21 <b>12000 G</b> I-81 S						0.096		12000	G
East 33 Ramp to I-81 N at Exit 247	City of Harrisonburg (Maint: 82)	US 33 E, E Market St						0.142		850	G
East 33 Ramp	Henrico County	US 33 Staples Mill Rd 0.39 1900 G  I-295 West						0.163		1900	G
East 33 Ramp	Henrico County	US 33 Staples Mill Rd 0.20 <b>2800 G</b> I-295 East						0.146		2800	G
East 33 Ramp	Henrico County	US 33 Staples Mill Rd 0.34 1800 A  I-64 West						0.139		2100	Α
East 333 Ramp	Henrico County	US 33 Staples Mill Rd 0.17 11000 G  I-64 East						0.113		11000	G
Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	US 33 W, E Market St 0.13 <b>4900 G</b> I-81 S						0.097		4900	G
Vest 333 Ramp	City of Harrisonburg (Maint: 82)	US 33 W, E Market St 0.20 <b>3800 G</b> I-81 North						0.113		3800	G
rest 33 Ramp	Henrico County	US 33 Staples Mill Rd 0.20 <b>3500 G</b> I-295 West						0.107		3800	G
rest 33 Ramp	Henrico County	US 33 Staples Mill Rd 0.33 3300 G  I-295 East						0.125		3300	G
rest 33 Ramp	Henrico County	US 33 Staples Mill Rd 0.21 <b>3200 G</b> I-64 West						0.141		3200	G
lest 33 Ramp	Henrico County	US 33 Staples Mill Rd 0.16 <b>8600 G</b> I-64 East						0.127		8600	G
33) (11) Main St NB	City of Harrisonburg	US 11 0.03 <b>5900 N</b> on this Route: <b>9000 N</b>		0% 1% 0% 19		0% 0%	N N	0.1 0.087	0.551 F 0.773	6400 9700	N N

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

							Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
Bus	From:	US 33 Spotsw												
Old Spotswood Trail	Rockingham County	1.00 <b>640</b> 0	) F	98%	0%	1%	0%	1%	0%	F	0.097	0.618	6800	F
Sus Sus	To: From:	WCL Elkton;	River Rd											
33 Spottswood Ave	Town of Elkton (Maint: 82)	0.37 <b>710</b> 0	) F	98%	0%	1%	0%	1%	0%	С	0.096	0.578	7400	
<del>=====================================</del>	To:	Spottswoo	d Terr											
Sus Createring of Arra	From:	•		000/	00/	10/	00/	10/	00/	F	0.004	0.557	0.400	
Spottswood Ave	Town of Elkton (Maint: 82)	0.27 <b>320</b>	) F	98%	0%	1%	0%	1%	0%	Г	0.081	0.557	3400	
us	To- From:	Stuart A	Ave											_
33) (340) S Stuart Ave	Town of Elkton (Maint: 82)	0.08 <b>540</b> 0	) N	94%	1%	1%	1%	3%	0%	Ν	0.093	0.596	5700	
	To:	US 3	3											
us	From:	US 33 Stanards												
Spotswood Trail	Greene County	0.75 <b>260</b> 0	) G	95%	1%	1%	1%	2%	0%	С	0.124	0.753	2700	
us	To: From:	WCL Stana	rdsville											
Main St	Town of Stanardsville (Maint: 39)	0.35 <b>260</b> 0	) N	95%	1%	1%	1%	2%	0%	Ν	0.124	0.753	2700	
~	Tot	SR 230 Mad	lison Rd											
US Main Ct	Town of Stonardoville (Maint 20)			000/	1%	10/	00/	20/	00/	F	0.007	0.500	E100	
3 Main St	Town of Stanardsville (Maint: 39)	0.11 <b>500</b> 0		92%	170	1%	2%	3%	0%	Г	0.097	0.586	5100	
ius	To: From:	ECL Stanar	dsville											_
Spotswood Trail	Greene County	1.31 <b>500</b> 0		92%	1%	1%	2%	3%	0%	Ν	0.097	0.586	5100	
<i></i>	Tα	US 33 Stanardsville	Bypass; 39	9-623										
	From	US 33 Hand												
33 Leigh St	City of Richmond	0.27 <b>1200</b>	0 F	98%	1%	1%	0%	0%	0%	F	0.095	0.506	13000	
	From:	US 1 Belvi												_
33 Leigh St	City of Richmond	1.60 <b>1100</b>	0 F	98%	1%	1%	0%	0%	0%	С	0.109	0.712	12000	
	To: From:	Martin Luther Ki		_										
33) Mosby St	City of Richmond	0.30 9400		98%	1%	1%	0%	0%	0%	F	0.114	0.674	10000	
	From:	Fairmont Mosby												_
33) Fairmont Ave	City of Richmond	0.43 6600		99%	1%	0%	0%	0%	0%	С	0.095	0.583	7100	
<u> </u>	Tor	25th S	St											
Nine Mile Rd	City of Richmond	0.90 8800		98%	2%	0%	0%	0%	0%	С	0.095	0.602	9600	
<i>)</i>	To:	ECL Rich	mond											
Nine Mile Rd	Henrico County	1.49 <b>2700</b>		98%	1%	1%	0%	0%	0%	С	0.080	0.6	29000	
	τα.	Laburnun												
Nine Mile Rd	Henrico County	2.10 <b>1800</b>		98%	1%	1%	0%	0%	0%	F	0.088	0.549	19000	
<u> </u>	τα'	Beauregar					-							
Nine Mile Rd	Henrico County	1.27 <b>1400</b>		97%	1%	1%	0%	0%	0%	С	0.083	0.511	14000	
33)	Tα	SR 156 Air		51 /5	. 70		0,0	0 / 0	0 / 0	J	0.000	3.511	000	•

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

									Tru	ck			K		Dir		
Route		Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
		From	SR	156 Airpor	t Dr												
33) Nine Mile Rd		Henrico Co	unty 1.43	8200	G	97%	1%	1%	0%	0%	0%	F	0.095		0.548	8700	G
$\overline{}$		To		SR 33 Y				$\neg$ $\vdash$									
33 Nine Mile Rd		Henrico Co	unty 0.15	2100	G	97%	1%	1%	0%	0%	0%	F	0.092			2200	G
30)	Combined Traffic Estimates	for 2 Parallel	Roadways on this Route:	4500	G	97%	1%	1%	0%	0%	0%	F	0.092	F	0.547	4700	G
		To	TIC 60	0 Williamsb	ura D.d												
33) (60) (156) Williamsbu	ra Rd	Henrico Co		16000	G G	94%	1%	1%	1%	3%	0%	F	0.083		0.532	17000	G
136) (136)	.9					0.70	. , •		. , ,	0,0	0,0	•	0.000		0.002		
33) (60) (156) Williamsbu	ra Dd	From Co.	unty 2.24	I-295 <b>14000</b>	Α	93%	1%	1%	2%	3%	0%	С	0.134		0.529	15000	P
33 60 156 Williamsbu	ig na	Henrico Co	unity 2.24	14000	А	93%	1 70	1 70	2%	3%	0%	C	0.134		0.529	13000	-
¬ ~~		To From		R 156 Elko													
33) (60) Williamsburg Rd		Henrico Co		9800	G	93%	1%	1%	2%	3%	0%	F	0.101		0.647	10000	G
<i>-</i>		To		Kent County	_												
Pocahontas Trail		New Kent Co	·	12000	G	93%	1%	1%	2%	3%	0%	F	0.086		0.598	13000	C
33) 60 Pocahontas Trail		NOW NOW O				30 70	1 /0		270	0 /0	0 70	•	0.000		0.000	10000	
		From		0 Bottoms I		0.40/	40/		40/	00/	201		0.007		0.040	45000	
3) New Kent Hwy		New Kent Co	ounty 0.22	15000	G	94%	1%	1%	1%	3%	0%	F	0.097		0.642	15000	(
		To From		I-64													
(33) Ramp		New Kent Co					e VA 3	3 for dire	ectional 1	raffic v	olume e	stima	tes for th	is segr	ment.		
<del></del>		To	SR 33-W01					_									
33) (33) Ramp		New Kent Co	SR 33-E016.	1400	<b>G</b>	75%	2%	2%	5%	16%	0%	С	0.087			1400	
33 Hamp		To	I-64-E FROM R						070	10 /0	0 70	O	0.007			1400	`
		From		SR 33, SR 24		DWEST											
3 (64)		New Kent Co	ounty 5.32			S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	segm	ent.		
	Combined Traffic Estimates	for 2 Parallel	Roadways on this Route:	64000	В	91%	1%	1%	1%	7%	0%	С	0.098	Α	0.503	57000	Е
		To	c	SR 106													
		From		0 Bottoms I	Bridge		1.04			"							
3 64		New Kent Co	•		_								es for this	·			_
	Combined Traffic Estimates	for 2 Parallel	Roadways on this Route:	66000	В	91%	1%	1%	1%	7%	0%	F	0.098	Α	0.516	59000	Е
		To From		SR 155													
33) (64)		New Kent Co	ounty 5.69			S	ee I-64	for direc	ctional tr	affic vo	lume es	timate	es for this	segm	ient.		
	Combined Traffic Estimates	for 2 Parallel	Roadways on this Route:	64000	Α	91%	1%	1%	1%	7%	0%	F	0.101	Α	0.514	57000	P
		To	C.	SR 33													
¬		Na Karat Ca	,—————————————————————————————————————	64-E TO RT	33		01	fau aliua		-tt:	l	4:4					
3) (64) Ramp		New Kent Co	ounty 0.49			5	ee 1-64	for direc	ctional tr	anic vo	iume es	iimaie	es for this	s segm	ient.		
		From		-64 EAST IN													
33)		New Kent Co		9900	G	86%	1%	1%	2%	11%	0%	С	0.083		0.700	10000	G
<u> </u>		To		SR 30; SR 24		D CIV											
		New Kent Co	SR 249-30 A	14000	<u>w сни</u> <b>G</b>	RCH 90%	0%	1%	3%	6%	0%	_	0.081		0.595	15000	G
33 / (30 /																	

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

	,			<u> </u>	4			Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
	From:		/illiam Cour	nty Line											
(33) (30) 14th St	Town of West Point (Maint:	50) 0.25	18000	G	90%	0%	1%	3%	6%	0%	С	0.088	0.639	19000	C
$\smile$	To	S	R 30 Main	St											
33) 14th St	Town of West Point (Maint:		15000	G	92%	0%	1%	1%	5%	0%	F	0.087	0.579	16000	(
<del>ss)</del>	To:	King &	Queen Cou	ınty Line											
	From:	King W	/illiam Cour	nty Line											
33 Lewis Puller Mem Hwy	King & Queen County	3.30	15000	F	92%	0%	1%	1%	5%	0%	С	0.090	0.652	15000	
$\smile$	То:		8 Centerville												
	From:		3 Centerville								_				
33) Lewis Puller Mem Hwy	King & Queen County	0.14	15000	F	92%	0%	1%	1%	5%	0%	F	0.082	0.630	16000	
<u>~</u>	To:	SR 14 Buena V			ls Fork										
Lauria Dullan Mara, Lhun	Kinas 8 Overan Cavatu		14 Shackelf		010/	10/	10/	10/	<b>C</b> 0/	00/	_	0.004	0.050	10000	
33) (14) Lewis Puller Mem. Hwy	King & Queen County	1.66	12000	F	91%	1%	1%	1%	6%	0%	С	0.084	0.652	12000	
<u> </u>	To:		Shackelford		1 F 1										
33 Lewis Puller Mem Hwy	King & Queen County	SR 14 Buena V 2.61		F	92%	0%	1%	1%	5%	0%	F	0.083	0.654	8200	
33 Lewis Puller Mem Hwy	Tro		8000		9270	0%	1 70	170	5%	0%	Г	0.063	0.654	0200	
<u> </u>	From:		ester Count Queen Cou												
33) Lewis Puller Mem Hwy	Gloucester County	2.92	7300	F	92%	0%	1%	1%	5%	0%	F	0.086	0.642	7600	
33 Lewis Puller Mem Hwy	To:	US 17 George W				0 /6	1 /0	1 /0	J /6	0 /6	'	0.000	0.042	7000	
	From:		Puller Men		y, Gleillis										
33) (17) George Washington Mem Hwy	Gloucester County	1.55	12000	F	98%	0%	1%	0%	1%	0%	F	0.082	0.579	13000	
33) (17) George Washington Mein Tiwy	To:		lesex Count		0070	0 70		0 70	1 /0	0 70	•	0.002	0.070	10000	
	From:		ester Count	_											
33) (17) Tidewater Trail	Middlesex County	0.81	12000	F	98%	0%	1%	0%	1%	0%	F	0.090	0.545	13000	
30 (1)	7	***													
Bus	From:	US 1	7 South of S	Saluda											
33) (17) Gloucester Rd	Middlesex County	0.80	7000	F	95%	1%	1%	1%	2%	0%	С	0.091	0.515	7300	
	To:	Bu	s US 17 Sal	luda											
	From:	Bus US 17	Gloucester		ıda										
33 ) General Puller Hwy	Middlesex County	1.78	8700	F	94%	1%	1%	1%	2%	0%	С	0.094	0.540	9000	
$\smile$	To	SR '	227 Urbann	a Rd											
33) General Puller Hwy	Middlesex County	2.93	8600	F	94%	1%	1%	1%	2%	0%	F	0.099	0.550	8900	
33) denotal railor ring	iviladiceex deality				0 1 70	. 70		1 70	_ /0	070	•	0.000	0.000	0000	
	To: From:		619 Healys												
33) General Puller Hwy	Middlesex County	2.18	9500	F	94%	1%	1%	1%	2%	0%	F	0.097	0.552	9800	
$\sim$	To:		Greys Poir												
	Prom:		Harmony V		000/	40/		10/	40/	00/	_	0.400	0.504	0000	
33) (3) General Puller Hwy	Middlesex County	3.45	5700	F	96%	1%	1%	1%	1%	0%	С	0.100	0.581	6000	
<u> </u>	To		Near Hart												
Conoral Buller Huse	Middlessy County		Greys Poir		000/	00/	10/	10/	00/	00/	_	0.006	0.640	4100	
33) General Puller Hwy	Middlesex County	2.15	3900	F	98%	0%	1%	1%	0%	0%	F	0.096	0.613	4100	
<u>~</u>	To: From:	59-62	28 Mill Cree	ek Rd											
33) General Puller Hwy	Middlesex County	4.26	4800	F	98%	0%	1%	1%	0%	0%	С	0.091	0.541	5000	
· · · · · · · · · · · · · · · · · · ·	To:		6 Timberne												

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

Route	Jurisdictio	n Length	AADT (	QA 4T	Γire B	110					QC	K	QK	Dir	AAWDT	QW
	Fron:		6 Timberneck			2	Axle 3-	+Axle	1 Trail	2Trail		Factor		Factor		
(33) General Puller Hwy	Middlesex Co		790		3% 0	%	1%	1%	0%	0%	F	0.109		0.595	820	F
	To:	S	tingray Point													
	From:	SR 3	3 Nine Mile R	Rd												
(33) Ramp	Henrico Cou	inty 0.25		G			_					0.116			1800	G
$\overline{}$	To:		I-64 East													
	From:	Ramp fr Rt 33 F						/								
(33) Ramp	New Kent Co	unty 0.23		<b>G</b> 75	5% 2	%	2%	5%	16%	0%	С	0.087			1400	G
			I-64 East													
East 33 Ramp	From: L Henrico Cou		3 Nine Mile R 1300									0.093			1300	G
33 Ramp	Tellico Cou		I-64 West	G			_					0.093			1300	G
Foot	From:		SR 33-P I-64-I	7205D			1									
East (33) Ramp	New Kent Co			<b>G</b>			_					0.085			1300	G
33) 1 14	To:		6A SR 33- 16A	-								0.000				<b>.</b>
West	From:		3 Nine Mile R													
(33) Ramp	Henrico Cou			G			_					0.109			9200	G
00) "	Τσ:		I-64 West													
West	From:	2SR 33-P I-64-	-E205A FROM	л & то r	T											
33 Ramp	New Kent Co			G								0.121			410	G
$\bigcup$	To:	SR 33-E016	A SR 33- 16A	TO I-64												
West	From:	2SR 33-P	Gap TO I-64	WEST												
(33) Ramp	New Kent Co	,		G			_					0.104			760	G
$\overline{}$	To:	I-64-E FI	ROM RT 33 V	VEST												
West	From:	2SR 33-P SR 33			ES											
(33) Ramp	New Kent Co	<u> </u>		G			_					0.109			4600	G
<u> </u>	10.	I-64-W F	ROM RT 33 V	WEST												
	From:	0.04	Broad St	<b>F</b> 0=	70/ 4	0/	10/	40/	40/	00/	_	0.077		0.540	4400	_
(33) Harrison St	City of Richm		3800					1%	1%	0%	С	0.077	_	0.548	4100	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4500 Leigh St	<b>F</b> 97	7% 1	%	1%	1%	1%	0%	F	0.076	F	0.579	4900	F
	From:		Harrison St													
(33) Leigh St	City of Richm			<b>F</b> 97	7% 1	%	1%	1%	1%	0%	F	0.098		0.540	11000	F
P	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	]	Hancock St													
Wye	Franc		SR 33													
(33)	Henrico Cou	•	2400	<b>G</b> 96	5% 1	%	1%	0%	1%	0%	С	0.095			2500	G
$\checkmark$	Combined Traffic Estimates for 2 Parallel				7% 1	%	1%	0%	0%	0%	F	0.092	F	0.549	4700	G
	To:	US 60	Williamsburg	Rd												
	From:		orth Main St													
(34) Hodges St	Town of South E				3% 1	%	1%	0%	0%	0%	С	0.099		0.556	2000	G
<u> </u>	To:	US 360 J	John Randolph	Blvd												

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	North Carolina	State Line											
35) Meherrin Rd	Southampton County	1.40 <b>140</b>	0 F	88%	1%	1%	1%	9%	0%	F	0.099	0.605	1400	F
30)	To	SCL Bo	dzine											
35) Meherrin Rd	Town of Boykins (Maint: 87)	1.24 <b>140</b>		88%	1%	1%	1%	9%	0%	Ν	0.099	0.605	1400	Ν
35 Meherrin Rd	rown or Boynine (Maint: 67)			0070	1,0		1 70	0 /0	070		0.000	0.000	1 100	
	To: From:	SR 186 Pitt		200/	40/		101	00/	201	_		0.540	0700	
35) Meherrin Rd	Town of Boykins (Maint: 87)	0.49 <b>360</b>	0 F	88%	1%	1%	1%	9%	0%	С	0.096	0.546	3700	F
<u>~</u>	To: From:	NCL Bo	ykins											
35) Meherrin Rd	Southampton County	4.93 <b>140</b>	0 F	84%	1%	2%	1%	12%	0%	С	0.108	0.604	1400	F
$\mathcal{I}$	To	87-693 Garri	e Mill Rd											
35) Meherrin Rd	Southampton County	5.15 <b>130</b>		84%	1%	2%	1%	12%	0%	F	0.096	0.654	1400	F
33)	To:	US 58 Southhampton	•			<del>-</del> i	.,.	,.		-				-
Bus	From:	US 58 West of												
35) (58) Meherrin Rd	Southampton County	2.03 <b>290</b>	0 F	90%	1%	1%	1%	8%	0%	F	0.122	0.540	3000	F
	To:	CL Cour	tland											
Bus	From:													
35) (58) Meherrin Rd	Town of Courtland (Maint: 87)	0.14 <b>290</b>		90%	1%	1%	1%	8%	0%	N	0.122	0.540	3000	N
$\smile \smile$	To:	BUS U												
35) Main St	Town of Courtland (Maint: 87)	Bus US 58; M 0.59 <b>430</b>		76%	1%	1%	2%	21%	0%	F	0.086	0.536	4400	F
35) Main St	Town of Courtiand (Maint. 87)	0.59 430	О Г	70%	1 70	1 70	270	2170	0%	Г	0.000	0.556	4400	Г
	To: From:	NCL Cou												
35) Main St	Southampton County	0.10 <b>430</b>	0 N	76%	1%	1%	2%	21%	0%	N	0.086	0.536	4400	Ν
<u> </u>	Τα	87-616 Iv	or Rd			<u> </u>								
35) Main St	Southampton County	2.75 <b>260</b>	0 F	76%	1%	1%	2%	21%	0%	F	0.095	0.534	2700	F
	To	07 (20 W/ 1	C 11D 1											
35) Plank Rd	From: Southampton County	87-628 Wak 3.43 <b>230</b>		76%	1%	1%	2%	21%	0%	С	0.098	0.563	2400	F
35) Plank Rd	Southampton County	3.43 <b>230</b>	<b>О</b> Г	7076	1 /0	1 /0	2/0	21/0	0 /6	C	0.090	0.505	2400	'
	To: From:	87-653 Cary's												
35) Plank Rd	Southampton County	3.94 <b>220</b>		76%	1%	1%	2%	21%	0%	F	0.096	0.641	2300	F
<u> </u>	To:	Sussex Cou												
35 Jeruselem Plank Rd	Sussex County	Southampton 0 7.48 <b>200</b>		77%	1%	1%	1%	21%	0%	С	0.096	0.601	2100	G
35 Jeruselem Plank Rd	Sussex County	7.46 200	U G	1170	170	170	170	21%	0%	C	0.096	0.601	2100	G
	To: From:	SR 40 Sus												
35) Jeruselem Plank Rd	Sussex County	5.81 <b>170</b>	0 G	76%	1%	1%	3%	19%	0%	С	0.088	0.509	1700	G
<u> </u>	To- From:	91-626 Neble	tt Mill Rd											
35) Jeruselem Plank Rd	Sussex County	4.46 <b>220</b>		76%	1%	1%	3%	19%	0%	F	0.083	0.606	2200	G
$\odot$	To:	Prince George										_		
	From:	Sussex Cou												
35) Courtland Rd	Prince George County	4.05 <b>270</b>	0 G	84%	1%	1%	1%	14%	0%	С	0.081	0.661	2800	G
$\smile$	Tα	I-95; SR 156 Prir	ce George I	)r										
35) (301) Courtland Rd	Prince George County	0.72 <b>98</b> 0		84%	1%	1%	1%	14%	0%	F	0.09	0.730	1000	G
337 (301) 333.114.114	Tro	74-605 Sp		0.70	. 70		. /0	, 5	0 /0	•	0.00	0.700	. 000	<u> </u>

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b> Q	A	4Tire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK I	Factor	AAWDT	Q۱
	From:	SR 35 TO RT 95													
₃₅ ) Ramp	Prince George County	0.15 <b>2800</b> (	G								0.121			2800	(
<u> </u>	To:	I-95-N FROM RT 35	5												
	From:	SR 35 Courtland Rd													
₃₅ ) Ramp	Prince George County	0.29 <b>390</b> (	G								0.101			390	
<u> </u>	To:	I-95 South													
	From:	20-669 Church Rd													
36) River Rd	Chesterfield County	0.87 <b>3400 I</b>	F	97%	1%	2%	0%	0%	0%	С	0.103		0.654	3700	
<u> </u>	To	20-601 Little Rd													
River Rd	Chesterfield County		F	97%	1%	2%	0%	0%	0%	F	0.101		0.642	4400	
30)	To														
River Rd	Chesterfield County	20-600 E, Pickett Av 3.05 <b>5900</b>		99%	0%	0%	0%	0%	0%	F	0.09		0.610	6400	
River Rd	Chesterned County	3.03 <b>3900 I</b>	Г	33 /6	0 /6	0 /6	0 /6	0 /0	0 /6	'	0.03		0.010	0400	
	To: From:	20-1121 Granger Rd													
Chesterfield Ave	Chesterfield County	0.81 <b>6600 I</b>	F	99%	0%	0%	0%	0%	0%	С	0.096		0.505	7200	
<u> </u>	To: From	WCL Petersburg													
36) Fleet St	City of Petersburg	0.12 <b>11000</b> (	G	99%	0%	0%	0%	0%	0%	С	0.097		0.503	12000	
<i>J</i>	To:	Grove Ave													
¬	From:	Fleet St								_					
Grove Ave	City of Petersburg			98%	0%	1%	1%	0%	0%	С	0.105		0.612	5100	
<u> </u>	From:	US 1 Par, Market St US 1	t												
36) 1 Market St	City of Petersburg		G	97%	0%	1%	1%	1%	0%	С	0.089		0.540	3300	
36) ( ) Warker or	Combined Traffic Estimates for Parallel Roadways		<b>-</b>	01 70	0 /0	1 70	1 /0	1 /0	0 70	O	NA		0.040	NA	
	- Tanic Estimates for Faranci Hoadways										IVA			INA	
Marilant Ot	Other of Design	US 1 Par; BUS US 460 Par, Wa			00/	-00/	00/	00/	00/	_	0.007		0.505	0500	
36) Market St	City of Petersburg	0.11 <b>3300 (</b>	G	99%	0%	0%	0%	0%	0%	F	0.087		0.585	3500	(
Bus	To: From:	US 1, Bus US 460 Wyth	ne St												
36) 1 (460) Wythe St	City of Petersburg	0.20 <b>11000</b> (	G	97%	1%	1%	1%	1%	0%	F	0.095			12000	(
400	Combined Traffic Estimates for Parallel Roadways										NA			NA	
	To To		0.												
ALT Bus	From:	ALT US 301 Sycamore	St												
36) (1) (301) (460) Wythe	e St City of Petersburg		G	97%	1%	1%	1%	1%	0%	F	0.088			17000	
	Combined Traffic Estimates for Parallel Roadways	on this Route: NA									NA			NA	
	To	Bus US 460													
Bus Wytho St	City of Deterohyer		`	000/	10/	10/	00/	10/	00/	0	0.005			20000	
Wythe St	City of Petersburg			98%	1%	1%	0%	1%	0%	С	0.085	_	0 505	20000	
~ · · · · ·	Combined Traffic Estimates for 2 Parallel Roadways	on this Houte: 38000 (	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	40000	•
Bus	T.c. From:	I-85, I-95													
36) (460) Wythe St	City of Petersburg	0.30 <b>12000</b> (	G	98%	1%	1%	0%	1%	0%	F	0.076			13000	
30) (400),	Combined Traffic Estimates for 2 Parallel Roadways			96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	30000	(
	Combined Hame Estimates for 21 arailet Hoadways (	711 till 3 1 toute. 20000 (	<b>-</b>	JU /0	1 /0	1 /0	1 /0	1 /0	0 /0		0.000		0.041	30000	,

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 301, Bus U	US 460 Cı	rater Re	i											
36) Wythe St	City of Petersburg	0.43 <b>1</b> 3	3000	G	97%	0%	0%	0%	2%	0%	F	0.075			15000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 28	8000	G	97%	0%	0%	0%	2%	0%	F	0.088	F	0.613	30000	C
	To:	SR 36 Par, Wash	nington St;	; Ameli	a St											
	From:	SR 36 Par; Wy									_					
36) Washington St	City of Petersburg	0.87 <b>30</b>	0000	G	97%	0%	0%	0%	2%	0%	F	0.089		0.595	33000	(
<u> </u>	To: From:	Puddle	edock Rd													
36) Washington St	City of Petersburg	0.58 <b>2</b> 1	1000	G	97%	0%	0%	0%	2%	0%	F	0.093		0.603	23000	(
	To:	Prince Geor	ge County	y Line												
	From:		Petersburg													
₃₆ ) Oaklawn Blvd	Prince George County	0.76 <b>19</b>	9000	G	97%	0%	0%	0%	2%	0%	F	0.092		0.653	21000	
<u> </u>	To	Hill Dr; Ft l	Lee Main	Gate												
36) Oaklawn Blvd	Prince George County		9000	Α	97%	0%	0%	0%	2%	0%	С	0.110		0.641	20000	
	Tool	CI	D 144													
36) Oaklawn Blvd	Prince George County		R 144 <b>4000</b>	N	97%	0%	0%	0%	2%	0%	N	0.089		0.578	48000	
36 Oaklawn Blvd	Finice George County	0.20 44	+000	IN	91 /6	0 /6	0 /6	0 /6	Z /0	0 /6	IN	0.009		0.576	40000	
	To: From:		Hopewell													
₃₆ ) Oaklawn Blvd	City of Hopewell	0.52 <b>4</b> 4	4000	G	97%	0%	0%	0%	2%	0%	F	0.089		0.578	48000	(
<u> </u>	To	74-630 Jeff	ferson Par	rk Rd												
Oaklawn Blvd	City of Hopewell		3000	G	97%	0%	0%	0%	2%	0%	F	0.099		0.563	47000	
	т.		205													
Oaklawn Blvd	City of Hopewell		-295 <b>4000</b>	G	97%	0%	0%	0%	2%	0%	F	0.086		0.539	37000	
Oaklawn Blvd	City of Hopewell	0.43 <b>3</b> 4	4000	G	97%	0%	0%	0%	270	0%	Г	0.000		0.559	37000	,
	To: From:	SR	36 Par													
₃₆ ) Oaklawn Blvd	City of Hopewell	0.43 <b>1</b> 3	3000	G	97%	0%	0%	0%	2%	0%	F	0.085			14000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 24	4000	G	97%	0%	1%	0%	2%	0%	F	0.077	F	0.546	26000	
	To:	SR 36 Par, Woodla	awn St. K	enwood	l Ave		$\neg$ $\vdash$									
36) Winston Churchill Dr	City of Hopewell		4000	G	97%	0%	0%	0%	2%	0%	F	0.083		0.511	26000	
30)																
Winds and Observation But	From:		les Ave		070/	00/		00/	00/	00/	_	0.000		0.500	47000	
36) Winston Churchill Dr	City of Hopewell	0.39 15	5000	G	97%	0%	0%	0%	2%	0%	F	0.080		0.506	17000	•
	To: From:	SR 156	High Av	'e												
36) (156) Winston Churchill I	Dr City of Hopewell	0.25 <b>1</b> 4	4000	G	97%	0%	0%	0%	2%	0%	F	0.081		0.613	15000	
	То:	SR 156; A														
	From:	SR 156 Wins									_					
36) Arlington Rd	City of Hopewell		900	G	97%	0%	0%	0%	2%	0%	F	0.081		0.522	3200	•
~	To:		th Ave													
36 15th Avenue	City of Hopewell		ngton Rd	G	99%	0%	1%	0%	0%	0%	С	0.083		0.556	6400	(
36 15th Avenue	Oily of nopewell	U.// <b>b</b>	000	G	<i>9</i> 9%	U 70	1 70	U%	U%	U%	U	0.083		0.556	0400	(
	To: From:		Point Rd													
36) 15th Avenue	City of Hopewell	0.22 <b>2</b>	800	G	99%	0%	1%	0%	0%	0%	F	0.087		0.608	2900	(
$\smile$	To:	Broa	dway St													

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		15th Ave													
36) Broadway St	City of Hopewe	ell 0.44	7900	G	99%	0%	1%	0%	0%	0%	F	0.087		0.704	8400	G
<u> </u>	To: From:	n	6th Ave Froadway St													
36) 6th Avenue	City of Hopewe		12000	G	99%	0%	1%	0%	0%	0%	F	0.096		0.562	12000	G
36) 61171161146	To:		10 Randolf		0070	0 70	Ť	070	0 / 0	070	•	0.000		0.002	12000	
ant	From:		6 Oaklawn 1													
ast 36) Ramp	City of Hopewell (Ma		190	G								0.176			190	(
36) 1 (411)	To:		I-295 East									0.170			100	`
	From:			D1 1												
ast Ramp	City of Hopewell (Ma		5 Oaklawn 1 5300	G								0.158			5300	(
Ramp	Oity of Hopewell (Ma	,	1-295 West	G			1					0.136			3300	•
est	City of Hanayall (Ma	SR 36 I-295-E0			RT 29							0.100			1.400	(
Ramp	City of Hopewell (Ma		1400	G								0.103			1400	,
	100		ROM RT 3													
est	From:		RT 295 NO		7											
Ramp	City of Hopewell (Ma		2400	G								0.14			2400	(
	100	I-295-W F	ROM RT 3	35 WES	Γ											
¬ ~~	From:		36; Market													
36) ( 1 ) Old St	City of Petersbu	-	4100	G	97%	0%	1%	1%	1%	0%	F	0.09		0.559	4300	(
	Combined Traffic Estimates for Parallel Ro		NA									NA			NA	
	To:	S	ycamore St													
C. C	City of Determine		Old St		070/	00/	10/	10/	10/	00/	_	0.100		0.507	4700	,
B6 Sycamore St	City of Petersbu	=	4400	G	97%	0%	1%	1%	1%	0%	г	0.109		0.567	4700	(
	Combined Traffic Estimates for Parallel Ro	•	NA	a .								NA			NA	
	From:		llingbrook St				-									
Bollingbrook St	City of Petersbu		3700	G	97%	0%	1%	1%	1%	0%	F	0.098		0.641	4000	(
B) [] Bollingbrook Gt	Combined Traffic Estimates for Parallel Ro	•	NA	~	07 70	0 70	1 /0	1 /0	1 /0	0 70	•	NA		0.041	NA	`
	To:		US 301 2n	nd St								INA			INA	
ALT	From:		1 Par, 2nd													
36 (301) (1) (301) Bollin	gbrook St City of Petersbu	urg 0.08	4300	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4600	(
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									0.104	F	0.82	NA	
	To:		LT US 301	3rd St												
¬ ~~~	From:		3rd St													
Bollingbrook St	City of Petersbu	•	4100	G	97%	0%	1%	1%	0%	0%	F	0.099		0.742	4400	(
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	(
	Tα		5th St													
36) (301) Bollingbrook St	City of Petersbu	urg 0.23	3400	G	97%	0%	1%	1%	0%	0%	С	0.096		0.677	3700	(
90 (001)	Combined Traffic Estimates for 2 Parallel Ro	•	8000	G	97%	0%	1%	1%	0%	0%	C	0.096	F	0.557	8500	
	555inoa mano Estimatos foi E i aldifol iti		Crater Rd	<b>-</b>	0.70	U /U	. /0	. /0	J /0	0 /0		0.000	•	0.007	5500	•

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

-		<del>`</del>						Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:	В	ollingbrook	St												
(36) (301) Crater Rd	City of Petersh	ourg 0.14	2600	G	97%	0%	1%	1%	0%	0%	F	0.09		0.759	2800	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	6800	G	97%	0%	1%	1%	0%	0%	F	NA			7300	G
	To: From:	US	301 Par, Bar	ık St			$\neg$ $\vdash$									
(36) (301) Crater Rd	City of Petersk	ourg 0.18	4400	G	99%	0%	1%	0%	0%	0%	F	0.094		0.563	4700	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									0.094	F	0.555	NA	
	Ţα	US 301. B	US US 460	Crater I	Rd		<b>—</b> —									
(36) Washington St	City of Petersh	,	14000	G	97%	0%	0%	0%	2%	0%	F	0.107			15000	G
<b>P</b>	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	27000	G	97%	0%	0%	0%	2%	0%	F	NA			30000	G
	Tα		Burch St				—									
(36) Washington St	From:L City of Petersb	ourg 0.25	14000	G	97%	0%	0%	0%	2%	0%	F	0.105			16000	G
40	Combined Traffic Estimates for 2 Parallel F	•		G	97%	0%	0%	0%	2%	0%	F	0.088	F	0.613	30000	G
	To:		Wythe St; A													
	From:	SR 3	6 Oaklawn	Blvd												
(36) Woodlawn St	City of Hopev		12000	G	96%	0%	1%	1%	3%	0%	С	0.088			12000	G
\$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	24000	G	97%	0%	1%	0%	2%	0%	F	0.077	F	0.547	26000	G
	Tα		Surry Ave				—									
(36) Woodlawn St	From:L City of Hopev	vell 0.35	12000	G	96%	0%	1%	1%	3%	0%	F	0.085			13000	G
90	Combined Traffic Estimates for 2 Parallel F			G	97%	0%	1%	0%	2%	0%	F	NA			27000	G
	Tα	SR 36 Oakla					Ti.	- , -								
	From:	I-81 S	outh of Wine	chester												
(37) Winchester Bypass	Frederick Cou		20000	G	95%	0%	1%	1%	4%	0%	F	0.092		0.568	22000	G
	To	34 622	Cedar Creel	k Grada												
(37) Winchester Bypass	From:L Frederick Cou		30000	A	95%	0%	1%	1%	4%	0%	С	0.108		0.516	32000	Α
(37)	таг															
(37) Winchester Bypass	Frederick Cou		West of Wir 31000	ichester G	95%	0%	1%	1%	4%	0%	F	0.09		0.519	34000	G
Winchester Bypass	r reacher out				33 76	0 70	1 70	1 /0	770	0 70	•	0.05		0.515	04000	ď
Wineheater Dynasa	To: From		NW of Wir		0E9/	00/	10/	10/	40/	00/	F	0.000		0.500	20000	
(37) Winchester Bypass	Frederick Cou ™-ro-F	<u>,                                      </u>	27000 North of Win	G	95%	0%	1%	1%	4%	0%	Г	0.089		0.528	29000	G
	From	03111		ichestei												
Ramp to I-81 N at Exit	310 Frederick Cou	untv 0.16	SR 37 <b>5300</b>	G	95%	0%	1%	1%	4%	0%	F	0.087			5300	G
Ramp to I-81 N at Exit	To:	0.10	I-81 N	<u> </u>	33 /6	0 /6	1 /8	1 /0	4 /0	0 /6	'	0.007			3300	G
	From:	Ramps SR 3		D 37 CO	00B		1									
(37) Ramp to I-81 S at Exit	L	•	9000 9000	<b>G</b>	95%	0%	1%	1%	4%	0%	F	0.104			9000	G
Of Car Exit	To:	J.10	I-81 S		00/0	U / U		. /0	. / 0	0 /0	•	0.707			2300	<b>J</b>
North	From:		SR 37 N				<u> </u>									
(37) Ramp toward I-81 S at	Exit 310 Frederick Cou	inty 0.03	210	G	95%	0%	1%	1%	4%	0%	F	0.132			230	G
(i)	To:		amp SR 37			- , -	i i	,-		- , -						
			,													

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

5 .					_		Tru	ıck			K	Q., D	ir	
Route	Jurisdiction	Length <b>AA</b> l	DI QA	4Tire	Bus		3+Axle			QC	Factor	QK Fac	" AAWD	יט וע
outh	From:	SR 3												
Ramp toward I-81 S at Exit 310	Frederick County	0.05 <b>75</b> 0		95%	0%	1%	1%	4%	0%	F	0.104		8100	) (
<u> </u>	Tα	Ramp S	R 37 B											
	From:	Bus US 360 Goo	odes Bridge I	Rd										
₃₈ ) Virginia Ave	Amelia County	0.02 <b>20</b> 0	00 N	93%	0%	1%	1%	5%	0%	Ν	0.116	0.5	97 2100	) [
<u> </u>	To:	04-1007												
	From:	04-1009 V		2221										
38) Court St	Amelia County	0.04 <b>20</b> 0		93%	0%	1%	1%	5%	0%	N	0.116	0.5	97 2100	) [
<u> </u>	To:	04-1007; Wa												
38 Washington St	Amelia County	04-1007 ( 0.09 <b>20</b> (		93%	0%	1%	1%	5%	0%	N	0.116	0.5	97 2100	) [
Washington St	Amena County	04-1003 Churc			076	170	1 70	5%	0%	IN	0.116	0.0	197 2100	' '
	From:	04-1003 Churc												
38) Church St	Amelia County	0.05 <b>20</b>		93%	0%	1%	1%	5%	0%	Ν	0.116	0.5	97 2100	) (
56)	То:	04-1003; Fiv					.,.		- , -		••••			
	From:	04-1003 (												
Five Forks Rd	Amelia County	0.95 <b>20</b> 0	00 F	93%	0%	1%	1%	5%	0%	F	0.116	0.5	97 2100	)
	To:	04-614 Otterburn R	d; Dennisvil	le Rd										
	From:	04-614 Dennisville	Rd; Otterbui	n Rd										
₃₈ ) Five Forks Rd	Amelia County	5.88 <b>11</b> 0	00 F	93%	0%	1%	1%	5%	0%	С	0.1	0.5	1100	)
<u> </u>	To:	SR 153 M	ilitary Rd											
	From:	West Virgini	a State Line											
Mountain Valley Rd	Bath County	4.59 <b>32</b>	0 F	94%	1%	1%	1%	4%	0%	F	0.121	0.6	25 340	ı
	То	08-600 Big Ba	als Craals Dd											
39) Mountain Valley Rd	Bath County	9.94 <b>50</b>		94%	1%	1%	1%	4%	0%	F	0.110	0.6	42 520	F
Mountain Valley Rd	Batti Gounty	J.J4 <b>J</b> 0		J+70	1 70	1 /0	1 /0	7 /0	0 70	'	0.110	0.0	J-L J20	
	To: From:	08-687 West of												
39) Mountain Valley Rd	Bath County	2.97 <b>10</b> 0	00 F	94%	1%	1%	1%	4%	0%	С	0.101	0.5	09 1100	) F
<u> </u>	To	US 220 Wa	rm Springs											
39) (220) Ingalls Boulevard	Bath County	0.19 230		93%	1%	1%	1%	4%	0%	F	0.093	0.5	19 2400	) F
	To	110 220 N 4	CM C :			1								
39 Mountain Valley Rd	Poth County	US 220 North of 4.38 <b>14</b> 0		94%	0%	1%	10/	3%	0%	F	0.002	0.6	04 1500	) F
Mountain Valley Rd	Bath County	4.38 <b>14</b> 0	JU F	94%	0%	170	1%	3%	0%	Г	0.093	0.6	1500	, ,
	To: From:	08-630 Stage	Coach Drive											
39) Mountain Valley Rd	Bath County	8.67 <b>16</b> 6	00 F	94%	0%	1%	1%	3%	0%	F	0.087	0.5	55 1600	) [
<u> </u>	To:	SR 42 Millb	oro Springs											
39) (42) Mountain Valley Rd	Bath County	5.73 <b>17</b> 0		94%	0%	1%	1%	3%	0%	F	0.084	0.5	48 1800	) [
39) (42)	To:	Rockbridge (					.,.		- , -	-				-
	From:	Bath Cou												
39) (42) Maury River Rd	Town of Goshen (Maint: 81)	2.47 <b>17</b> 0		94%	0%	1%	1%	3%	0%	С	0.097	0.5	06 1800	) (
	To	CD 42.6												
Mount Pivor Pd	Town of Cooker (Maint: 01)	SR 42 (		OF9/	10/	10/	10/	20/	00/		0.000	0.5	20 1700	,
39) Maury River Rd	Town of Goshen (Maint: 81)	1.34 <b>16</b> 0	00 G	95%	1%	1%	1%	2%	0%	С	0.090	0.5	32 1700	

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

				_		Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
	From:	81-780 South of Goshen; Br											
39) Maury River Rd	Town of Goshen (Maint: 81)	0.07 <b>820</b>	<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.090	0.55	860	(
	To: From:	SCL Goshen											
Maury River Rd	Rockbridge County	8.62 <b>820</b>	N 95%	1%	1%	1%	2%	0%	Ν	0.090	0.55	860	
<u> </u>	To: From:	81-602 E, Walkers Cre	eek Rd										
39) Maury River Rd	Rockbridge County	2.34 <b>1100</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.088	0.551	1100	
$\smile$	To: From:	SR 252 Brownsburg Tu	ırnpike										
₃₉ ) Maury River Rd	Rockbridge County	7.55 <b>1300</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.11	0.583	1400	
$\mathcal{L}$	To:	US 11 North of Lexin	ngton										
<u>ALT</u>	From:	SR 42 Goshen											
₃₉ ) Main St	Town of Goshen (Maint: 81)		<b>G</b> 94%	1%	1%	1%	3%	0%	С	0.096	0.517	1200	
<u></u>	To:	SR 39 Maury River	Rd										
	From:	SR 8 Woolwine Hv							_				
Charity Hwy	Patrick County	3.06 <b>640</b>	<b>G</b> 93%	1%	1%	2%	3%	0%	F	0.107	0.530	670	
	To: From:	70-708 Lee Elgin R	Rd										
₄₀ ) Charity Hwy	Patrick County	3.17 <b>240</b>	<b>G</b> 93%	1%	1%	2%	3%	0%	F	0.115	0.579	260	
<u></u>	To: From:	70-622 Deer Run Ro	oad										
Charity Hwy	Patrick County	3.62 <b>110</b>	<b>G</b> 93%	1%	1%	2%	3%	0%	С	0.162	0.647	120	
<i></i>	To:	Franklin County Li											
Eranklin St		Patrick County Lin 2.83 <b>260</b>	G 96%	1%	1%	1%	1%	0%	F	0.115	0.726	280	
Franklin St	Franklin County	2.83 <b>260</b>	<b>G</b> 96%	176	1 %	170	170	0%	Г	0.115	0.726	280	
	To: From:	33-785 Johnnys Ridge											
Franklin St	Franklin County		<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.103	0.739	330	
	From:	33-622 Near Endice 33-622 St. Johns L											
Franklin St	Franklin County		<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.1	0.564	530	
	To	33-605 Henry Rd	1										
Franklin St	Franklin County		<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.097	0.692	1600	
10)	To			. , ,		. , 0	. , 0	0,0	Ū	0.007	0.002		
40) Franklin St	Franklin County	33-602 Ferrum Mtn 8.79 <b>3800</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.095	0.527	4000	
1 Tankiii St	Trankiii County			1 /0	1 /0	1 /0	1 /0	0 76	'	0.033	0.527	4000	
Farable Ot	To Promi	WCL Rocky Mour		00/	10/	00/	40/	00/	_	0.000	0.504	0000	
Franklin St	Town of Rocky Mount	0.80 <b>9100</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	С	0.092	0.531	9600	
	Tra- From:	Floyd Ave											
Franklin St	Town of Rocky Mount	0.36 <b>8600</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.087	0.582	9100	
<u>~</u>	To: From:	Diamond Ave											
Franklin St	Town of Rocky Mount		<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.092	0.626	12000	
<i></i>	Tor	North Main Street	t	-									
Bus	From	North Main St 0.03 <b>14000</b>	<b>G</b> 98%	1%	1%	0%	1%	0%	F	0.095	0.56	14000	
40) {220}	Town of Rocky Mount												

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
_	From:	Sout	h Main Street											
40) Pell Ave	Town of Rocky Mount	0.75	8000 G	96%	1%	1%	1%	1%	0%	С	0.085	0.519	8400	G
<u></u>	To: From:	T	anyard Rd											
40) Pell Ave	Town of Rocky Mount	0.30	18000 G	96%	1%	1%	1%	1%	0%	F	0.086	0.590	19000	C
<u> </u>	To	Old EC	L Rocky Mount											
40) Franklin St	Town of Rocky Mount	0.17	19000 G	96%	1%	1%	1%	1%	0%	F	0.086	0.590	20000	(
$\mathcal{L}$	To:		US 220											
Franklin Ct	Town of Dools Mount		irgil H Goode Hw		00/	10/	10/	40/	00/	_	0.000	0.504	10000	
40) Franklin St	Town of Rocky Mount		17000 G	93%	0%	1%	1%	4%	0%	F	0.086	0.531	18000	(
<u> </u>	From:	R 122 Baldknob;	Booker T Washii 122 Baldknob	igton Hwy										
40) Franklin St	Town of Rocky Mount	0.17	9200 N	93%	0%	1%	1%	4%	0%	Ν	0.087	0.634	9700	1
0)	Ter													
40 Franklin St	Franklin County	2.56	Rocky Mount  9200 G	93%	0%	1%	1%	4%	0%	F	0.087	0.634	9700	(
40 Franklin St	Trankiii Oddity			30 /6	0 78	1 /6	1 /0	4 /0	0 /6	•	0.007	0.034	3700	`
	To: From:		5 Websters Rd											_
40) Franklin St	Franklin County	3.88	5400 G	93%	0%	1%	1%	4%	0%	С	0.086	0.608	5700	(
<u> </u>	From:		18 Colonial Tk  8 Colonial Tpke											
40) Franklin St	Franklin County	4.48	5200 G	93%	0%	1%	1%	4%	0%	F	0.088	0.558	5400	(
40) 1 14 31	- Tallian County			0070	0 70		1 70	170	070	•	0.000	0.000	0.100	•
Franklin Ct	Free plain County		Kemp Ford Rd	070/	10/	10/	10/	00/	00/	г	0.00	0.500	4000	_
40) Franklin St	Franklin County	4.01	3800 G  O Near Penhook	87%	1%	1%	1%	9%	0%	F	0.09	0.523	4000	(
	From:		Snow Creek Rd											_
40) Franklin St	Franklin County	0.63	2500 G	87%	1%	1%	1%	9%	0%	С	0.09	0.585	2700	(
	To:	Pittsylva	ania County Line											
	From:		lin County Line											
40) W Gretna Rd	Pittsylvania County	8.52	2700 F	85%	1%	1%	4%	9%	0%	F	0.081	0.505	2800	I
<u></u>	To: From:	71-79	99 Climax Rd											
40) W Gretna Rd	Pittsylvania County	5.01	3000 F	85%	1%	1%	4%	9%	0%	С	0.086	0.609	3200	- 1
$\smile$	Tα		US 29											
40)	Pittsylvania County	0.14	5800 F	85%	1%	1%	4%	9%	0%	F	0.094	0.642	6000	
	To	XX	ICI. Control											
40) Valden Dr	Town of Gretna (Maint: 71)	0.98	/CL Gretna <b>N</b>	85%	1%	1%	4%	9%	0%	N	0.094	0.642	6000	
Valderi Bi	Town of Gretila (Maint. 71)			00 70	1 /0	1 /0	7/0	3 /0	0 70	14	0.054	0.042	0000	
	From		US 29 Main St	050/	40/		40/	00/	00/		0.004	0.570	0.1.00	_
E Gretna Rd	Town of Gretna (Maint: 71)	0.43	3000 F	85%	1%	1%	4%	9%	0%	F	0.094	0.570	3100	F
<u>~</u>	To: From		CL Gretna											
40) E Gretna Rd	Pittsylvania County	1.44	3000 N	85%	1%	1%	4%	9%	0%	Ν	0.094	0.570	3100	١
$\smile$	To	71-0	686 Zion Rd											
40 E Gretna Rd	Pittsylvania County	8.11	1500 F	85%	1%	1%	4%	9%	0%	F	0.093	0.516	1600	F
	Tα	71-640 Ren	nan Rd; Riceville											

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

						Tru	ıck			K	Dir		
Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
From:	71-640 Renan	n Rd; Riceville R	Rd										
Pittsylvania County	5.14	960 F	87%	1%	2%	1%	8%	0%	С	0.087	0.554	1000	F
Τα													
From:									_				_
Halifax County	4.16	820 G	87%	1%	2%	1%	8%	0%	F	0.092	0.503	850	(
To: From:	41-638 B	Bull Creek Rd											
Halifax County	5.96	810 G	91%	1%	1%	1%	5%	0%	С	0.089	0.646	840	(
Tα													
From:			0.10/	00/	10/	40/	70/	00/	_	0.005	0.570	4000	
Halifax County			91%	0%	1%	1%	7%	0%	C	0.085	0.576	4800	(
From:													
Campbell County			91%	0%	1%	1%	7%	0%	F	0.082	0 583	5400	(
Gampsen Gamy			0170	0 /0	1 70	1 /0	7 70	0 70	•	0.002	0.000	0400	`
From:													
Town of Brookneal (Maint: 15)			91%	0%	1%	1%	/%	0%	N	0.082	0.583	5400	1
From:			i De										
Town of Brookneal (Maint: 15)				1%	2%	2%	11%	0%	F	0.088	0.576	2500	(
Town of Brookheat (Waint. 19)			00 70	1 /0	270	270	1170	0 70	•	0.000	0.570	2300	`
From:													
Campbell County	1.97 <b>2</b>	2400 N	85%	1%	2%	2%	11%	0%	N	0.088	0.576	2500	1
To: From:	15-605 Swii	nging Bridge Rd											
Campbell County	2.15 <b>1</b>	1700 G	85%	1%	2%	2%	11%	0%	F	0.084	0.58	1800	(
Tα													
From:									_				
Charlotte County	6./4 <b>1</b>	1100 F	85%	1%	2%	2%	11%	0%	C	0.095	0.537	1100	F
To: From:	WCI	L Phenix											
Town of Phenix (Maint: 19)	0.97 <b>1</b>	1100 N	85%	1%	2%	2%	11%	0%	Ν	0.095	0.537	1100	١
Τα	19-727 Washingto	on Ave: Red Hou	ise Rd										
11011.				1%	2%	2%	11%	0%	F	0.106	0.655	2200	F
(													
Charlotto County			OFO/	10/	20/	20/	110/	00/	NI	0.100	0.655	2200	١
Chanotte County	0.78 2	2200 N	85%	176	2%	2%	11%	0%	IN	0.106	0.655	2200	- 1
To: From:													
Charlotte County	4.38 <b>2</b>	2000 F	85%	1%	2%	2%	11%	0%	F	0.107	0.746	2100	I
To: From:	WCL CI	harlotte C.H.			_								
Town of Charlotte C.H. (Maint: 19)	0.98 2	2000 N	85%	1%	2%	2%	11%	0%	Ν	0.107	0.746	2100	1
Tα	CD 47 I ~	Grande Ava											
Town of Charlotte C.H. (Maint: 10)			85%	1%	2%	2%	11%	0%	F	0.105	0.526	5100	F
Town of Chanotte C.H. (Maint. 19)				1 /0		£ /0	11/0	U /0	'	0.100	0.520	3100	'
To: From:									_				
Town of Charlotte C.H. (Maint: 19)	0.94 <b>2</b>	2400 F	85%	1%	2%	2%	11%	0%	F	0.106	0.531	2500	F
	Halifax County  Halifax County  Tog From:  Halifax County  Tog From:  Halifax County  Tog From:  Campbell County  Tog From:  Town of Brookneal (Maint: 15)  Tog From:  Campbell County  Tog From:  Charlotte County	Pittsylvania County 5.14  To: Halifax From: Pittsylvania County 4.16  Halifax County 4.16  Halifax County 5.96  Halifax County 5.96  To: US 501 N US 51  Halifax County 0.97 4  To: Campbell County 0.09 5  Town of Brookneal (Maint: 15) 0.76 5  Town of Brookneal (Maint: 15) 0.87 2  Town of Charlotte County 0.78 2  Town of Phenix (Maint: 19) 0.97 1  Town of Charlotte County 0.78 2  Town of Charlotte County 0.78 2  Town of Charlotte C.H. (Maint: 19) 0.98 2  Town of Charlotte C.H. (Maint: 19) 0.10 4  Town of Charlotte C.H. (Maint: 19) 0.10 4  Town of Charlotte C.H. (Maint: 19) 0.10 4  Town of Charlotte C.H. (Maint: 19) 0.10 4	Pittsylvania County 5.14 960 F  To Halifax County Line Pittsylvania County Line Halifax County 5.96 810 G  To US 501 North of Halifax US 501 Halifax US 501 Halifax County Line Halifax County 0.97 4700 G  To Campbell County Line Halifax County Line Halifax County Line US 501 US 501 US 501 US 501 Town of Brookneal (Maint: 15) 0.76 5300 N  Town of Brookneal (Maint: 15) 0.87 2400 G  Town of Brookneal (Maint: 15) 0.87 2400 G  Town of Brookneal (Maint: 15) 0.87 2400 N  Town of Brookneal (Maint: 15) 0.87 1700 G  Campbell County 1.97 2400 N  Town of Campbell County Line From 15-605 Swinging Bridge Rd Campbell County 2.15 1700 G  Campbell County 2.15 1700 G  Town of Phenix (Maint: 19) 0.97 1100 N  Town of Phenix (Maint: 19) 0.97 1100 N  Town of Phenix (Maint: 19) 0.62 2200 F  Town of Phenix (Maint: 19) 0.778 2200 N  Town of Charlotte County 4.38 2000 F  Town of Charlotte C.H. (Maint: 19) 0.98 2000 N  Town of Charlotte C.H. (Maint: 19) 0.98 2000 N  Town of Charlotte C.H. (Maint: 19) 0.98 2000 N  Town of Charlotte C.H. (Maint: 19) 0.98 2000 N	Pittsylvania County	Pittsylvania   County   S.14   960   F   87%   1%	Durisdiction	Durisdiction	Durisdiction	Time	Second   Composition   Compo	Campbell County   Campbell C	Second   Compt   Com	Substitution   Cample   Camp

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

Davida	Leader Medical	1	445-		т:	D		Tru	ıck		00	K	Dir	A A \ A \ C T	_
Route	Jurisdiction	Length	AADT	<b>QA</b> 47	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor Q	K Factor	AAWDT	Q
	From:		Charlotte C.l												
₄₀ ) George Washington Hwy	Charlotte County	7.58	2400	N 8	5%	1%	2%	2%	11%	0%	Ν	0.106	0.531	2500	- 1
<u> </u>	To	Wo	CL Keysville												
40 Church St	Town of Keysville (Maint: 19)	0.54	2400		5%	1%	2%	2%	11%	0%	Ν	0.106	0.531	2500	
10)	To:	Bus US	S 15, Bus US	360											
Bus Bus	From:	W	US 15 BUS												
40) (15) (360) McDonald Rd	Town of Keysville (Maint: 19)	0.56	5100	<b>F</b> 93	3%	0%	1%	1%	4%	0%	F	0.09	0.519	5300	
	То:		US 15 BUS												
<u></u>	From:		360; ECL K								_				
Lunenburg Hwy	Town of Keysville (Maint: 19)	0.40	3400	F 89	9%	2%	1%	1%	7%	0%	F	0.098	0.524	3500	
	To:		CL Keysville	***											
0 Lunenburg Hwy	Charlotte County	0.85	360; ECL K	-	9%	2%	1%	1%	7%	0%	N	0.098	0.524	3500	
D Lunenburg Hwy	Chanotte County		ourg County I		970	2.70	176	1 70	1 70	0%	IN	0.096	0.324	3300	
	From:		otte County L												
Lunenburg County Rd	Lunenburg County	12.70	1100		9%	2%	1%	1%	7%	0%	С	0.095	0.539	1200	
(a)	To:		Courthouse	-			Ť	.,.	. , .	-,-	-				
	From:		menburg Cou												
0 49 Courthouse Rd	Lunenburg County	0.14	2600	<b>G</b> 9	4%	2%	1%	0%	3%	0%	F	0.103	0.611	2700	
9 0	To	55 (75 T)	rinity Rd; Ha												
10 49 Courthouse Rd	Lunenburg County	2.17	3100		4%	2%	1%	0%	3%	0%	С	0.097	0.594	3200	
(49) Courthouse Rd	Editeriburg County			<b>u</b> 3.	4 /0	2 /0	1 /0	0 /6	J /6	0 /6	O	0.037	0.554	3200	
	To: From:		CL Victoria												
10 <i>)</i> (49 <i>)</i>	Town of Victoria (Maint: 55)	1.08	3100	<b>N</b> 9	4%	2%	1%	0%	3%	0%	N	0.097	0.594	3200	
	To	SR 49 Lun	enburg Court	t House			$\neg$								
Main St	Town of Victoria (Maint: 55)	0.81	6200		4%	1%	1%	1%	3%	0%	F	0.097	0.555	6300	
9	Tos	55 1000 t	Twin Cemete	D.1											
	Town of Victoria (Maint: 55)	0.02	4700		4%	1%	1%	1%	3%	0%	С	0.099	0.568	4800	
.0)	Town of victoria (Maint. 55)	0.02	4700	G 3	4 /0	1 /0	1 /0	1 /0	3 /0	0 /6	C	0.055	0.500	4000	
	To: From:		CL Victoria												
40)	Lunenburg County	3.74	4700	N 9	4%	1%	1%	1%	3%	0%	N	0.099	0.568	4800	
<u> </u>	To	WC	CL Kenbridge	;											
40	Town of Kenbridge (Maint: 55)		4700		4%	1%	1%	1%	3%	0%	Ν	0.099	0.568	4800	
	To	EE ()	07 II:-1 D												
Main St	Town of Kenbridge (Maint: 55)		97 Hickory R <b>7800</b>		4%	1%	1%	1%	3%	0%	F	0.096	0.536	7900	
Main St	Town of Kenbridge (Maint: 55)	0.09	7000	G 3	4 /0	1 /0	1 /0	1 /0	3 /0	0 /6	'	0.030	0.550	7 900	
	To: From:		137, SR 138												
N. Broad St	Town of Kenbridge (Maint: 55)	0.66	3400	<b>G</b> 9	4%	1%	1%	1%	3%	0%	F	0.101	0.557	3500	
<u> </u>	To:	EC	L Kenbridge												
01	Lunenburg County	4.00	3400		4%	1%	1%	1%	3%	0%	Ν	0.101	0.557	3500	
シ	To:		vay County L												
_	From:		ourg County I												
Kenbridge Rd	Nottoway County	4.80	3600	<b>G</b> 93	3%	1%	1%	1%	5%	0%	С	0.107	0.642	3700	
	To:	SC	L Blackstone	:											

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

Davita	1t = 48 = 44 =	1		4 <b>T</b> !	D		Tru	ck			K	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
	From:		Blackstone											
30 South Main St	Town of Blackstone	0.18	3900 G	93%	1%	1%	1%	5%	0%	F	0.102	0.638	4000	(
	To: From:	SR 46 B	Brunswick Rd											
₄₀ ) South Main St	Town of Blackstone	0.57 <b>1</b>	1000 G	95%	0%	1%	0%	3%	0%	С	0.095	0.586	11000	
<u> </u>	To:	Te	enth St			<b>—</b>								
30 South Main St	Town of Blackstone		0000 G	95%	0%	1%	0%	3%	0%	F	0.092	0.607	11000	
<u> </u>	To	West F	Entrance Rd											
30 South Main St	Town of Blackstone		9200 G	95%	0%	1%	1%	3%	0%	С	0.094	0.549	9500	
.9	To:	Bus US 4	460 Church St											
Bus	From:		nurch St											
10) (460) North Main St	Town of Blackstone		6200 G	94%	1%	1%	1%	3%	0%	С	0.087	0.520	6400	
<i>y</i>	To: From:		viddie Ave	74										
Dinwiddie Ave	Town of Blackstone		0, North Main ( 2300 G	93%	1%	2%	2%	3%	0%	С	0.095	0.564	2400	
Dinwiddie Ave	- Diadictions			3070	1 70		270	0 /0	0 70	O	0.000	0.004	2400	
Danilla Dd	From		Blackstone	070/	10/	10/	00/	100/	00/		0.005	0.500	1000	
Darvills Rd	Nottoway County		1200 G	87%	1%	1%	2%	10%	0%	F	0.095	0.593	1200	
	From:		y County Line											
10 Darvills Rd	Dinwiddie County		1000 G	87%	1%	1%	2%	10%	0%	F	0.095	0.669	1100	
10)	To													
0) Old Cryors Rd	Dinwiddie County		4 Brills Rd 990 A	87%	1%	1%	2%	10%	0%	С	0.111	0.569	1000	
to cla cryota ria	= -				1 70		270	10 /0	0 70	O	0.111	0.000	1000	
Mal/amass librar	Discorded to Country		d White Oak R		10/	10/	00/	100/	00/		0.007	0.570	1000	
McKenney Hwy	Dinwiddie County	2.46 1	1500 G	87%	1%	1%	2%	10%	0%	F	0.097	0.578	1600	
	T _{cc} From:		McKenney											
10) Doyle Blvd	Town of McKenney (Maint: 26)	0.34 1	1500 N	87%	1%	1%	2%	10%	0%	N	0.097	0.578	1600	
	To: From:	26-1002	2 Railroad St											
Doyle Blvd	Town of McKenney (Maint: 26)	0.57	2400 G	87%	1%	1%	2%	10%	0%	F	0.096	0.645	2500	
<i></i>	To	US 1 Boy	dton Plank Rd											
Doyle Blvd	Town of McKenney (Maint: 26)		2600 G	91%	1%	1%	1%	6%	0%	С	0.097	0.643	2700	
<u> </u>	To	ECL I	McKenney											
McKenney Hwy	Dinwiddie County		2600 N	91%	1%	1%	1%	6%	0%	Ν	0.097	0.643	2700	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	y								- , -					
McKenney Hwy	Dinwiddie County		I-85 <b>2100 G</b>	87%	1%	1%	3%	8%	0%	F	0.085	0.601	2100	
10) WCReffiley Tiwy	Diriwidale County	0.30	2100 G	07 /6	1 /0	1 /0	3 /0	0 /0	0 /6	'	0.005	0.001	2100	
	To: From		pony Church R				061	061	051		0.4	6.015	4.400	
McKenney Hwy	Dinwiddie County		1100 A	87%	1%	1%	3%	8%	0%	С	0.115	0.645	1100	
	To: From:		Old Stage Rd Cherry Hill Rd											
McKenney Hwy	Dinwiddie County		1200 G	87%	1%	1%	3%	8%	0%	F	0.083	0.577	1200	
40) Moralinoy riwy	- I			0,70	1 /0		0 /0	0 /0	0 /0	•	3.000	0.077	1200	
Makananahan	To: From:		Courthouse Rd	070/	401		001	00′	061		0.000	0.550	4000	
₄₀ ) McKenney Hwy	Dinwiddie County	5.19 1	1300 G	87%	1%	1%	3%	8%	0%	F	0.080	0.552	1300	

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

_				_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b> Q	<b>A</b> 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	Dinwiddie County Lin											
40) Sussex Dr	Sussex County	4.37 <b>2200 G</b>	i 85%	0%	1%	4%	9%	0%	С	0.092	0.667	2200	G
	To From:	Bus SR 40 Lee Ave											
40 Sussex Dr	Sussex County	1.04 <b>2400 G</b>	i 90%	1%	2%	2%	6%	0%	F	0.077	0.515	2400	G
	To- From:	US 301 Blue Star Hwy											
(40) Sussex Dr	Sussex County	0.08 <b>3200 G</b>	i 90%	1%	2%	2%	6%	0%	С	0.085	0.575	3300	G
<u> </u>	To- From:	I-95											
40 Sussex Dr	Sussex County	6.72 <b>2000 G</b>	i 82%	1%	2%	3%	12%	0%	С	0.114	0.612	2000	G
	To From:	91-735 Courthouse Ro											
(40) Sussex Dr	Sussex County	6.53 <b>1200 G</b>	i 82%	1%	1%	3%	13%	0%	С	0.097	0.602	1300	G
	To: From:	SR 35 Jeruselem Plank											
(40) Sussex Dr	Sussex County	5.99 <b>1900 G</b>	i 77%	3%	1%	3%	15%	0%	С	0.096	0.643	1900	G
	To: From:	WCL Waverly											
40 W Main St	Town of Waverly (Maint: 91)	0.76 <b>1900 N</b>	77%	3%	1%	3%	15%	0%	Ν	0.096	0.643	1900	N
<u> </u>	To: From:	91-651 Lobbs Shop Re											
(40) W Main St	Town of Waverly (Maint: 91)	1.15 <b>3300 G</b>	90%	0%	1%	2%	7%	0%	С	0.074	0.522	3400	G
<u></u>	To: From:	US 460 General Mahone	Hwy										
40 W Main St	Town of Waverly (Maint: 91)	1.25 <b>2600 G</b>	i 95%	0%	1%	2%	3%	0%	С	0.084	0.627	2700	G
<u> </u>	To: From:	ECL Waverly											
40 Sussex Dr	Sussex County	1.86 <b>2600 N</b>	95%	0%	1%	2%	3%	0%	Ν	0.084	0.627	2700	Ν
<u> </u>	To: From:	Surry County Line Sussex County Line											
40 Martin Luther King Hwy	Surry County	5.97 <b>1100 F</b>	87%	1%	1%	3%	9%	0%	С	0.092	0.563	1100	F
3 ,	To	90-611 Salisbury Rd											
40 Martin Luther King Hwy	Surry County	3.04 <b>900 F</b>	87%	1%	1%	3%	9%	0%	F	0.098	0.592	940	F
**************************************	To:	SR 10 Spring Grove											
	From:	SR 40 I-85-S042A TO & FRC	M IS 85										
40 Ramp	Dinwiddie County	0.21 <b>350 G</b>	ì							0.132		350	G
$\smile$	To:	I-85-S FROM RT 40											
	From:	SR 40 I-85-N042A FROM &											
40 Ramp	Dinwiddie County	0.21 <b>760 G</b>								0.133		760	G
	10.	I-85-N FROM RT 40											
40) Ramp	Sussex County	SR 40 Sussex Dr 0.21 <b>650</b> G	1							0.103		650	G
40) 1 (411)	Try	I-95 South	•		$\neg$					0.100		550	G
	From:	SR 40 Sussex Dr			<u></u>								
40 Ramp	Sussex County	0.21 <b>1000</b> A	L							0.111		1000	Α
	To:	I-95 North											

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

					Truc	:k			K	Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4T	ire Bu	3	3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
Bus	From:	SR 40 Sussex Dr	20/ 40/	20/	00/	40/	00/	_	0.400	0.50	400	
40 Lee Ave	Sussex County	0.37 <b>190 G</b> 98	3% 1%	0%	0%	1%	0%	С	0.139	0.56	190	G
Bus	T _C . From:	WCL Stony Creek										
40) Lee Ave	Town of Stony Creek (Maint: 91)	0.74 <b>190 N</b> 98	3% 1%	0%	0%	1%	0%	Ν	0.139	0.56	190	Ν
<u> </u>	To:	US 301 Blue Star Hwy										
Bus	From:	US 301 Stony Creek	20/ 40/	40/	40/	00/	00/		0.00	0.544	0000	
40 (301)	Town of Stony Creek (Maint: 91)	0.22 <b>2500 N</b> 92	2% 1%	1%	4%	2%	0%	N	0.08	0.544	2600	1
Bus	To: From:	SCL Stony Creek										
40) (301) Blue Star Hwy	Sussex County	0.02 <b>2500 G</b> 92	2% 1%	1%	4%	2%	0%	С	0.08	0.544	2600	(
	To:	SR 40										
	From:	Bus US 29; Piney Forest Rd										
Franklin Tpke	City of Danville	0.70 <b>16000 F</b> 99	9% 0%	0%	0%	0%	0%	С	0.096	0.632	17000	
<u> </u>	То	NCL Danville										
41	Pittsylvania County		9% 0%	0%	0%	0%	0%	F	0.096	0.632	19000	(
41)	To											
41) Franklin Turnpike	Pittsylvania County	71-743 Orphanage Road 1.55 <b>14000 F</b> 99	9% 0%	0%	0%	0%	0%	С	0.093	0.647	15000	
41) Trankiii Turipike	Tittsylvania Gounty		770 070	0 70	0 70	0 70	0 70	O	0.000	0.047	13000	
	From	71-1535 Jeanette Drive	20/ 00/		00/	00/	00/	N.	0.000	0.047	45000	
41)	Pittsylvania County	0.20 <b>14000 N</b> 99	9% 0%	0%	0%	0%	0%	N	0.093	0.647	15000	1
	To: From:	71-744 Ridgecrest Drive										_
41) Franklin Turnpike	Pittsylvania County	1.16 <b>9600 F</b> 99	9% 0%	0%	0%	0%	0%	F	0.093	0.647	10000	ı
	To: From:	71-864 Hunting Hills Road										
41) Franklin Turnpike	Pittsylvania County	2.10 <b>5900 F</b> 99	9% 0%	0%	0%	0%	0%	F	0.121	0.67	6400	
$\mathcal{L}$	To	71-835 Pleasant Gap Drive		<del></del>								
41 Franklin Turnpike	Pittsylvania County	3.05 <b>4200 F</b> 99	9% 0%	0%	0%	0%	0%	F	0.095	0.744	4400	
	To: From:	71-718 Dry Fork Road										
41) Franklin Turnpike	Pittsylvania County		7% 1%	1%	1%	1%	0%	F	0.095	0.651	3700	
11) · · · · · · · · · · · · · · · · · ·			,,,		. , 0	. , 0	0,0	•	0.000	0.00	0.00	
	Pittsylvania County	71-750 Whitmell School Road 2.16 <b>2000 F</b> 97	7% 1%	1%	1%	1%	0%	С	0.094	0.568	2100	
41)	Filisylvaria County		//o I/0	1 /0	1 /0	1 /0	0 /6	C	0.034	0.508	2100	
	To: From:	71-844 Mount Cross Road	70/ 10/		40/	10/	00/		0.005	0.500	1000	_
Franklin Tnpk	Pittsylvania County		7% 1%	1%	1%	1%	0%	F	0.095	0.589	1300	
		SR 57 Callands										
Discourse Too!	From:	SR 91 Broadford	10/ 10/		100/	40/	00/	_	0.4.40	0.545	700	
Bluegrass Trail	Smyth County	2.91 <b>690 G</b> 81	1% 1%	2%	16%	1%	0%	F	0.142	0.515	730	(
	To: From:	86-630 Smith Hollow										
42) Bluegrass Trail	Smyth County		1% 1%	2%	16%	1%	0%	С	0.110	0.676	340	(
<u> </u>	To: From:	SR 16 W, BF Buchanan Hwy										
42) (16) BF Buchanan Hwy	Smyth County	SR 16 W; Bluegrass Trail 0.32 <b>490 G</b> 97	7% 0%	1%	1%	0%	0%	F	0.105	0.542	520	(
42 (16) BF Buchanan Hwy	To:	0.02 <b>730 G</b> 37	/0 U/0	1 /0	1 /0	J /0	0 /0	- 1	0.100	0.542	320	

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

				_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
	From:	SR 16 E, BF Buchanan											
Old Wilderness Rd	Smyth County		<b>G</b> 92%	3%	0%	1%	3%	0%	F	0.126	0.592	200	
	To: From:	Bland County Line											
West Blue Grass Hwy	Bland County	Smyth County Line 9.58 <b>130</b>	F 92%	3%	0%	1%	3%	0%	С	0.128	0.647	140	
West Blue Grass Hwy	Biaria Gourny			0 70	<u> </u>	1 /0	0 /0	0 70	O	0.120	0.047	140	
	To: From:	10-622 Birchgrove Rd West							_				_
(12) West Blue Grass Hwy	Bland County	5.39 <b>470</b>	<b>F</b> 92%	3%	0%	1%	3%	0%	F	0.134	0.641	500	
	To: From:	US 52 West of Bland Cour	t House										_
(52) South Scenic Hwy	Bland County	3.97 <b>1900</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.093	0.646	2000	
	To- From:	I-77 West of Bland Court	House		$\neg$ $\vdash$								
(52) South Scenic Hwy	Bland County		<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.107	0.636	4800	
,	To	HIG 52 DI 1 C VII											
2 E Bluegrass Trl	Bland County	US 52 Bland Court Ho 10.25 <b>2400</b>	F 95%	1%	1%	1%	2%	0%	С	0.126	0.637	2500	
E Bluegrass Trl	Eland County	10.23 2400	F 3376	1 /0	1 /0	1 /0	2/0	0 /6	O	0.120	0.037	2300	
	To: From:	10-738 Mechanicsbu											
(12) East Blue Grass Hwy	Bland County	3.08 <b>660</b>	<b>F</b> 94%	1%	1%	2%	2%	0%	С	0.142	0.532	690	
<u></u>	To: From	10-606 Wilderness R	ld.										_
2 East Blue Grass Hwy	Bland County	2.30 <b>1100</b>	<b>F</b> 94%	1%	1%	2%	2%	0%	F	0.14	0.529	1200	
<i>)</i>	To:	Giles County Line											
	From:	Bland County Line							_				
(12) Walkers Creek Valley Rd	Giles County	7.95 <b>1100</b> (	<b>G</b> 93%	1%	2%	2%	4%	0%	С	0.111	0.536	1100	
	To: From:	SR 100 Poplar Hill											_
2) (100) Pulaski Giles Tpke	Giles County	2.13 <b>3900</b>	<b>G</b> 92%	1%	1%	1%	5%	0%	С	0.106	0.665	4100	
	To:	35-750 Cedar Crest F											
¬~~,,,,,,,,	From:	35-730 N, Eggleston I							_				
Virginia Ave	Giles County	2.35 11000	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.099	0.603	12000	
	To: From:	35-700 Mountain Lake	Rd										_
2) (460) Virginia Ave	Giles County	1.66 <b>11000</b>	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.096	0.641	12000	
	То:	SR 42 Blue Grass Tra											
Disco Oscara Tara'i	Prom:	US 460 Virginia Av		00/	40/	40/	00/	00/	_	0.000	0.700	0000	
Blue Grass Trail	Giles County	0.99 <b>1900</b> (	<b>G</b> 95%	2%	1%	1%	2%	0%	F	0.098	0.786	2000	
	To: From:	35-601 North of Newport, Clove			$\Box$ $\vdash$								_
₂ ) Blue Grass Trail	Giles County	3.11 <b>1300</b> (	<b>G</b> 95%	2%	1%	1%	2%	0%	F	0.109	0.842	1400	
<i></i>	To:	Craig County Line											
Count aviand Can Dd	From:	Giles County Line	050/	00/	10/	10/	00/	00/	_	0.4	0.745	1100	
2 Cumberland Gap Rd	Craig County	3.67 <b>1000</b> (	<b>G</b> 95%	2%	1%	1%	2%	0%	F	0.1	0.745	1100	
	To: From:	22-629 Lugar Hill R											_
(2) Cumberland Gap Rd	Craig County	7.93 <b>370</b>	<b>G</b> 95%	2%	1%	1%	2%	0%	С	0.12	0.609	390	
<u> </u>	To:	22-626 Bethel Church	Rd		<u> </u>								
Cumberland Gap Rd	Craig County		<b>G</b> 95%	2%	1%	1%	2%	0%	F	0.145	0.578	460	
	To To	22-645 Loony School			—i				-		, <b>.</b>		

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

		·				Tru	al.			V	Dir		
Route	Jurisdiction	Length AADT (	QA 4Tire	Bus		3+Axle			QC	K Factor	QK Factor	AAWDT	. QI
	From:	22-645 Loony School											
(42) Cumberland Gap Rd	Craig County	4.31 <b>680</b>	<b>G</b> 95%	2%	1%	1%	2%	0%	F	0.127	0.799	720	(
$\smile$	To: From:	SCL New Castle											
42) Main St	Town of New Castle (Maint: 22)	0.43 <b>680</b>	N 95%	2%	1%	1%	2%	0%	Ν	0.127	0.799	720	
<i>9</i>	To:	SR 311 Salem Ave; 22-615	Main St										
¬ ~~~	From:	11-615 Craig Creek l											
42) (220) Botetourt Rd	Botetourt County	1.32 <b>5600</b>	<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.080	0.574	5900	
J 😂	To:	SR 43 Narrow Passage	e Rd		<u> </u>								
12) (220) Botetourt Rd	Botetourt County		<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.081	0.565	6000	
(220)	To:	Alleghany County Line; SCL											
	From:	Botetourt County Lin											
(220) Market Ave	Town of Iron Gate (Maint: 03)	0.88 <b>6300</b>	<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.076	0.532	6800	
	To:	NCL Iron Gate											
	From:	SCL Iron Gate											
42) (220)	Alleghany County	0.66 <b>6300</b>	N 93%	1%	1%	1%	5%	0%	Ν	0.076	0.532	6800	
	To	Bus US 220											
12)(220)	Alleghany County		<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.077	0.521	6300	
(220)	To:	Bus US 60	<b>G</b> 0070	170	<del>-</del> i~	1 70	070	0 70	•	0.077	0.021	0000	
Bus	From:	US 220 Market Av	e										
(60) (220) Grafton St	Alleghany County		<b>G</b> 88%	1%	1%	1%	10%	0%	С	0.086	0.534	8400	
2) (00) (220)	To:	03-670 Longdale Furnac											
	From:	03-632 Longdale Furnac	ce Rd										
(269) Longdale Furnace Rd	Alleghany County	0.18 <b>1100</b>	<b>G</b> 96%	0%	1%	0%	2%	0%	С	0.095	0.505	1200	
	To:	I-64, US 60											
_	From:	I-64, US 60; SR 269	9										
Forty Two Rd	Alleghany County	5.00 <b>1500</b>	<b>G</b> 96%	0%	1%	1%	3%	0%	С	0.101	0.633	1600	
	To:	Bath County Line											
	From:	Alleghany County Li											
₁₂ Cow Pasture River Rd	Bath County	6.03 <b>690</b>	<b>F</b> 91%	0%	1%	3%	5%	0%	С	0.098	0.52	720	
<u> </u>	To:	08-632 Crizer's Gap	n										
Cow Pasture River Rd	Bath County		<b>F</b> 91%	0%	1%	3%	5%	0%	F	0.094	0.599	810	
12)							-,-	• , •	-				
	From:	SR 39 Millboro Sprir											
(39) Mountain Valley Rd	Bath County		<b>F</b> 94%	0%	1%	1%	3%	0%	F	0.084	0.548	1800	
	To:	Rockbridge County L											
	rrom:	Bath County Line							_				
(29) Maury River Rd	Town of Goshen (Maint: 81)	2.47 <b>1700</b>	<b>G</b> 94%	0%	1%	1%	3%	0%	С	0.097	0.506	1800	
	To	SR 39 Goshen											
Virginia Avenue	Town of Goshen (Maint: 81)	0.06 <b>1800</b>	<b>G</b> 94%	1%	2%	1%	3%	0%	С	0.095	0.511	1900	
	, , , , , , , , , , , , , , , , , , ,	FOT C 1											
Vissinia Avanua	From:	ECL Goshen	N 040/	10/	20/	10/	20/	00/	N.I	0.005	0.511	1000	
42) Virginia Avenue	Rockbridge County		<b>N</b> 94%	1%	2%	1%	3%	0%	Ν	0.095	0.511	1900	
<u>~</u>	To	Augusta County Lin											
Little Colf Destruct Live	Augusts County	Rockbridge County L		10/		10/	20/	00/	N.I	0.007	0.550	1700	
42) Little Calf Pasture Hwy	Augusta County		<b>N</b> 94%	1%	2%	1%	3%	0%	N	0.097	0.558	1700	
$\sim$	T _O .	07-687 Railroad Av	/e										

5/2/2016

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

						Tru	ck			K	Dir		
Jurisdiction	Length A	AADT QA	4Tire	Bus					QC		OK	AAWDT	. QI
From:	07-687	Railroad Ave											
Augusta County	1.91	1700 G	94%	1%	2%	1%	3%	0%	F	0.097	0.558	1700	C
To	SCI	Craigsville											
Town of Craigsville (Maint: 07)			94%	1%	2%	1%	3%	0%	N	0.097	0.558	1700	1
			• • • • •					- , ,					
Town of Croiceville (Maint, 07)			000/	10/	10/	10/	20/	00/		0.001	0.570	2000	(
Town of Graigsville (Maint. 07)	1.12	2900 G	90%	176	1%	170	2%	0%	C	0.091	0.573	3000	,
To: From:	NCL	Craigsville											
Augusta County	3.06	2900 N	96%	1%	1%	1%	2%	0%	Ν	0.091	0.573	3000	
Tα:													
From:	,												
Augusta County	7.37	2900 G	96%	1%	1%	1%	2%	0%	F	0.101	0.621	3100	•
Ta	07-688 Old	Parkersburg Tpl	te		<u> </u>								
Augusta County	0.81	3200 G	93%	2%	2%	1%	1%	0%	F	0.101	0.621	3300	
To:	SR 254; B	uffalo Gap Hwy											
From:	SR 254 Pa	arkersburg Tpke											
Augusta County	2.43	2200 G	93%	2%	2%	1%	1%	0%	С	0.130	0.733	2300	
To	07-720 Morris M	fill Rd: Dry Bran	nch Rd										
Augusta County				2%	2%	1%	1%	0%	F	0 101	0.573	4000	
To:			0070	270		1 /0	1 /0	0 70	•	0.101	0.070	4000	
From:													
Augusta County			97%	1%	1%	0%	1%	0%	F	0.094	0.58	5700	
To:	Sce	enic Hwy											
From:	US 250 C	Churchville Ave											
Augusta County	8.06	1600 G	96%	1%	0%	1%	2%	0%	С	0.101	0.538	1700	
To	07-607 Mount Sc	olon Rd: Moscov	v I oon										
Augusta County			_	1%	0%	1%	2%	0%	F	0.091	0 741	2500	
To:			0070	1 /0		1 /0	270	0 70	•	0.001	0.7 41	2000	
From:													
Augusta County	0.79	3400 G	95%	0%	1%	1%	3%	0%	F	0.093	0.732	3600	
To:	Rockingh	am County Line											
From:	Augusta	a County Line											
Rockingham County	2.50	3600 F	95%	0%	1%	1%	3%	0%	С	0.098	0.722	3800	
To	SCLI	Bridgewater											
Town of Bridgewater			97%	0%	1%	1%	2%	0%	C	0.097	0.602	8100	
. c or Bridgewater			0.70	J /0	. 70	. 70	_ /0	J /0	3	0.007	0.002	3100	
To:													
Town of Bridgewater	0.15	8100 F	97%	0%	1%	1%	2%	0%	F	0.091	0.578	8800	
T _C	Diı	nkel Ave			$\Box$ $\vdash$								
Town of Bridgewater			94%	1%	1%	1%	3%	0%	F	0.085	0.588	11000	
To													
Town of Bridgewater		6000 G	94%	1%	1%	1%	3%	Λ9/	С	0.084	0.520	17000	
TOWE OF DEGREWATER	0.08 1	DUUU G	94%	170	170	170	3%	0%	U	0.064	0.532	17000	(
	Town of Craigsville (Maint: 07)  Town of Craigsville (Maint: 07)  Town of Craigsville (Maint: 07)  Augusta County  Toc From:  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater  Town of Bridgewater	Augusta County	Augusta County 1.91 1700 G    Town of Craigsville (Maint: 07) 0.58 1700 N   Town of Craigsville (Maint: 07) 1.12 2900 G   Town of Craigsville (Maint: 07) 1.12 2900 G   Town of Craigsville (Maint: 07) 1.12 2900 G   Augusta County 3.06 2900 N     Town of Craigsville (Maint: 07) 1.12 2900 G   Augusta County 3.06 2900 N     Town of Craigsville (Maint: 07) 1.12 2900 G   Augusta County 3.06 2900 N     Town of Craigsville (Maint: 07) 3.06 2900 N     Town of Bridgewater	Augusta County	Augusta County	Augusta County   1.91   1700   G   94%   1%   2%	Augusta County	Augusta County	Augusta County	Augusta County   1.91   1700   G   94%   1%   2%   1%   3%   0%   F	Augusta County   1.91   1700   G   94%   1%   2%   1%   3%   0%   F   0.097	Augusta County	Augusta County

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

5 .	1			4	_		Tru	ıck		00	K	Dir	A A \ A \ D T	- 01
Route	Jurisdiction	Length <b>AAD</b>	I QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QI
	From:	North Riv		2.424					221					
N Main St	Town of Bridgewater	1.00 <b>1300</b>	0 F	94%	1%	1%	1%	3%	0%	F	0.087	0.576	14000	F
	To From:	Old NCL Brid												
42 257 N Main St	Town of Bridgewater	0.30 <b>1300</b>	0 N	94%	1%	1%	1%	3%	0%	N	0.087	0.576	14000	1
	T _C From:	NCL Bridg		2.424										_
42 257 John Wayland Hwy	Rockingham County	0.63 <b>1200</b>	0 F	94%	1%	1%	1%	3%	0%	F	0.087	0.576	14000	ı
	From:	SCL Day												
42 257 John Wayland Hwy	Town of Dayton (Maint: 82)	0.42 <b>1200</b>	0 N	94%	1%	1%	1%	3%	0%	N	0.098	0.522	14000	ı
	To: From:	BUS SR	42											
₄₂ ) John Wayland Hwy	Town of Dayton (Maint: 82)	0.45 <b>1500</b>	0 A	98%	0%	1%	1%	1%	0%	С	0.112	0.522	17000	1
<u></u>	To: From:	NCL Day	/ton											
₄₂ ) John Wayland Hwy	Rockingham County	1.90 <b>1700</b>	0 G	97%	0%	1%	1%	1%	0%	С	0.112	0.522	17000	(
$\smile$	To: From:	SCL Harris	onburg			$\Box$ $\vdash$								
3 High St	City of Harrisonburg	0.13 <b>1600</b>	0 F	98%	0%	1%	1%	1%	0%	F	0.091	0.510	17000	
$\mathcal{I}$	T _{or} From	Erickson	Ave			$\neg$ $\vdash$								
42) S High St	City of Harrisonburg	1.27 <b>1700</b>		97%	0%	1%	1%	1%	0%	С	0.09	0.531	19000	
<u> </u>	То	Sunrise	Ve			<u> </u>								
(42) S High St	City of Harrisonburg	0.40 1900		98%	0%	1%	1%	1%	0%	F	0.091	0.507	21000	
42)	To:													
42) S High St	City of Harrisonburg	O.55 <b>1900</b>		98%	0%	1%	1%	1%	0%	F	0.082	0.555	21000	
42) 3 1 iigi1 31	Tall states			0070	0 70	.,,	1 70	1 /0	070	·	0.002	0.000	21000	
12 N High St	City of Harrisonburg	0.27 <b>1600</b>		98%	0%	1%	1%	1%	0%	F	0.085	0.579	18000	
N High St	City of Flamsonburg			90 /6	0 /6	1 /0	1 /0	1 /0	0 /6	•	0.065	0.575	10000	
Virginia Ava	City of Harrisonburg	Gay S		000/	00/	10/	10/	10/	00/	F	0.005	0.550	12000	
Virginia Ave	City of Harrisonburg	0.44 <b>1200</b>		98%	0%	1%	1%	1%	0%	Г	0.085	0.559	13000	
	To: From:	5th S		050/	00/		00/	20/	201		0.000	0.504	10000	
Virginia Ave	City of Harrisonburg	0.60 <b>1100</b>	0 F	95%	0%	1%	3%	2%	0%	С	0.086	0.581	12000	
	To: From:	Mt Clintor												
(12) Virginia Ave	City of Harrisonburg	0.83 <b>1300</b>	0 F	95%	0%	1%	3%	2%	0%	F	0.091	0.638	14000	
<u> </u>	To: From:	NCL Harris	onburg			$\Box$ $\vdash$								
₄₂ ) Harpine Hwy	Rockingham County	5.12 <b>9600</b>	F	96%	1%	1%	1%	2%	0%	F	0.096	0.697	10000	
<u></u>	To: From:	82-753 N, Weng	ers Mill Ro	1		ightharpoons								
Harpine Hwy	Rockingham County	4.60 <b>8400</b>	F	96%	1%	1%	1%	2%	0%	F	0.1	0.646	8900	
<u> </u>	To	SCL Broa	lway			$\lnot$ $\vdash$								
3 Main St	Town of Broadway (Maint: 82)	0.81 <b>840</b> 0		96%	1%	1%	1%	2%	0%	Ν	0.1	0.646	8900	- 1
$\mathcal{L}$	To	ALT SR 259 Bro		ρ		<u> </u>								
ALT	From:		·		401	461	467	001	00′	_	0.001	0.000	0700	
42 (259)S Main Street	Town of Broadway (Maint: 82)	0.32 6300	F	96%	1%	1%	1%	2%	0%	С	0.091	0.629	6700	F

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT (	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
	From:	SR 259 W Lee St	t											
42 (259) W Lee St	Town of Broadway (Maint: 82)	0.33 <b>7200</b>	F 9	96%	1%	1%	1%	2%	0%	F	0.083	0.579	7600	F
<u> </u>	To: From:	ECL Broadway												
42 259 W Lee St	Rockingham County	0.29 <b>7200</b>	N S	96%	1%	1%	1%	2%	0%	Ν	0.083	0.579	7600	١
<u> </u>	To: From	SR 259 Timber Wa	ay											
42 Timber Way	Rockingham County	1.21 <b>11000</b>	F 9	96%	1%	1%	1%	2%	0%	F	0.089	0.504	12000	I
<u> </u>	To: From:	SCL Timberville				$\Box$ $\vdash$								
42) Forestville Rd	Town of Timberville (Maint: 82	) 0.18 <b>11000</b>	N S	96%	1%	1%	1%	2%	0%	Ν	0.089	0.504	12000	1
<u> </u>	To	SR 211 New Market	Rd			$\neg$ $\vdash$								
42 Forestville Rd	Town of Timberville (Maint: 82	) 0.68 <b>5800</b>	F 9	95%	1%	1%	2%	2%	0%	F	0.096	0.618	6100	
$\smile$	To:	82-617 North Church												
Forestville Rd	Town of Timberville (Maint: 82	82-617 N, Church S 0.41 <b>2300</b>		95%	1%	1%	2%	2%	0%	С	0.109	0.581	2400	
Forestville Rd	Town of Timbervine (Maint. 62)	,		JJ /6	1 /0	1 /0	2/0	2/0	0 /6	O	0.103	0.501	2400	
Forest ille Dd	Poolsinghom County	NCL Timberville		OE0/	1%	10/	20/	20/	00/	F	0.087	0.554	1000	
Forestville Rd	Rockingham County	2.56 <b>1700</b> Shenandoah County I		95%	170	1%	2%	2%	0%	Г	0.087	0.554	1800	
	From:	Rockingham County I												
42) Senedo Rd	Shenandoah County	2.91 <b>1200</b>	G 9	90%	1%	2%	3%	5%	0%	F	0.111	0.553	1300	
$\smile$	Tα	85-767 Forestville	e			<u> </u>								
42) Senedo Rd	Shenandoah County			90%	1%	2%	3%	5%	0%	С	0.107	0.609	670	
$\bigcup$	To- From	SR 263 Orkney Grad	nde.											
42) Senedo Rd	Shenandoah County			95%	0%	1%	1%	2%	0%	F	0.104	0.569	530	
<u> </u>	To	85-720 Crooked Run	Rd.			<u> </u>								
42) Senedo Rd	Shenandoah County			95%	0%	1%	1%	2%	0%	С	0.11	0.505	980	
	To	85-703 S, Conicville												
42) Senedo Rd	Shenandoah County			95%	0%	1%	1%	2%	0%	F	0.1	0.647	1600	
42)	To											• • • • • • • • • • • • • • • • • • • •		
42) Senedo Rd	Shenandoah County	85-675 Columbia Furr 4.48 <b>4100</b>		96%	0%	1%	0%	2%	0%	F	0.085	0.580	4300	
42) 30/1000 110	Shemandean deanty			0070	0 70	.,,	070	270	0 70	•	0.000	0.000	1000	
42 Senedo Rd	Shenandoah County	85-605 Calvary 0.86 <b>7100</b>	G	96%	0%	1%	0%	2%	0%	С	0.091	0.641	7500	
Senedo Rd	one naridoan county			JU 70	0 70	1 70	0 70	270	0 70	O	0.001	0.041	7300	
42) W Reservoir Rd	Town of Woodstock (Maint: 85	WCL Woodstock 0 0.44 <b>7400</b>		96%	0%	1%	0%	2%	0%	F	0.086	0.569	7800	
W Reservoir Rd	TOWITOT WOODStock (Maint. 65	,	<b>G</b> :	90%	0%	1 70	0%	270	0%	Г	0.000	0.569	7000	
W December Del	From:	I-81	•	070/	40/	10/	00/	40/	00/	_	0.004	0.505	45000	
W Reservoir Rd	Town of Woodstock (Maint: 85	) 0.41 <b>14000</b>	G s	97%	1%	1%	0%	1%	0%	С	0.081	0.505	15000	(
	From	Susan Ave					221		221					
42 W Reservoir Rd	Town of Woodstock (Maint: 85	/	G S	97%	1%	1%	0%	1%	0%	F	0.083	0.538	16000	•
	100	Main Street												
Pomp	Allo silo silo silo silo silo silo silo s	SR 42 SR 269 I-64-E029									0.400		00	
42) Ramp	Alleghany County		G PT 20	COCOLI							0.138		90	(
=	To	I-64-E FROM RTS 42NORTH &	& KI 26	บรรบบ										

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

		T filliary and file												
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		TrıTrı 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QV
	From:	SR 42-N152B SR 42-S	152B FROM	I RT 4										
Ramp	Alleghany County	0.19 <b>110</b> 0	0 G								0.121		1100	(
	To:	I-64-W FROM RT 42N	NORTH & S	OUTH										
	From:	SR 42 W Res	ervoir Rd											
Ramp to I-81 S at Exit 283	Shenandoah County	0.17 <b>300</b> 0									0.109		2900	
	To:	I-81	S											
	From:	SR 42 W Res	ervoir Rd											
42) Ramp to I-81 N at Exit 283	Shenandoah County	0.17 <b>370</b> 0									0.085		3700	
	To:	I-81 N	N											
orth	From:	SR 42 I-64-W029A FI	ROM & TO	IS 64										
Ramp	Alleghany County	0.06 <b>160</b> 0		15 0 .							0.141		1600	(
	To:	SR 42-S152B SR 42-1	152B FROM	RT 4										
outh	From:	SR 42 TO I-6	54 WEST											
Ramp	Alleghany County	0.09 <b>720</b>				_					0.107		720	(
12)	To:	SR 42-N152B SR 42-		RT 4										
lus	From:	SR 257 Otto	shine Pd											
us (2) Main St	Town of Dayton (Maint: 82)	0.12 <b>180</b> 0		96%	0%	1%	2%	1%	0%	F	0.105	0.558	2000	
2) Wall St	To:	S SR 290 Hu		0070	0 70	<del>-</del> i~	270	1 /0	0 /0	•	0.100	0.000	2000	
us	From:	SR 290 S Hu												_
(290) Main St	Town of Dayton (Maint: 82)	0.07 3300	0 F	96%	0%	1%	2%	1%	0%	F	0.116	0.591	3600	
	To	SR 290 N Co	ollaga St											
<u>dus</u>	From:									_				
₄₂ ) Main St	Town of Dayton (Maint: 82)	0.60 <b>130</b> 0	0 F	96%	0%	1%	2%	1%	0%	С	0.106	0.525	1400	
<u></u>	To: From:	NCL Da	yton											
Bus 42) Main St	Rockingham County	0.03 1300	0 N	96%	0%	1%	2%	1%	0%	N	0.106	0.525	1400	
12) Iviairi St	To:	0.03 1300 N SR 4		30 /6	0 /6		2 /6	1 /0	0 78	11	0.100	0.525	1400	
	From													
Bedford Hwy	Town of Altavista (Maint: 15)	0.49 <b>Main St</b>		97%	1%	1%	1%	1%	0%	F	0.103	0.63	5500	
Bedford Hwy	TOWIT OF Allavista (Mairit. 15)	0.49 <b>340</b> 0	U G	97%	176	1 70	1 70	1 70	0%	Г	0.103	0.63	5500	(
	To: From:	Myrtle I												_
₄₃ ) Bedford Hwy	Town of Altavista (Maint: 15)	0.50 <b>530</b> 0	0 G	97%	1%	1%	1%	1%	0%	F	0.096	0.628	5400	(
<u> </u>	To:	Broad S	treet			$\neg$ $\vdash$								
Bedford Hwy	Town of Altavista (Maint: 15)	0.59 4400	0 G	97%	1%	1%	1%	1%	0%	С	0.109	0.576	4500	(
	To	WCL Alta	ovieto			—								
Bedford Hwy	Campbell County	1.79 <b>310</b>		94%	1%	1%	1%	3%	0%	С	0.089	0.661	3200	(
Bedford Hwy		1.75	<u> </u>	J+ /0	1 /0	1 /0	1 /0	0 /0	0 70	O	0.000	0.001	0200	•
	To: From:	15-628 Bishop		0.451	4.5.1		4.51	051	0.5.1		2.22.			_
43) Bedford Hwy	Campbell County	4.69 <b>860</b>	) G	94%	1%	1%	1%	3%	0%	F	0.094	0.508	880	(
<u></u>	To: From:	15-682 Le	esville											
Bedford Hwy	Campbell County	1.26 <b>290</b>	G	94%	1%	1%	1%	3%	0%	F	0.117	0.534	300	(
$\mathcal{L}$	Τα	Bedford Cou	ıntv Line											

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

		Primary an	ia microtat	ic rio				т	_1.			IZ.		D:-		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From	C	1-11 Ct	T :			ZAXIE	3+Axle	TTrail	2 i raii		Factor		Factor		
(43) Dearing Ford Rd	Bedford Cou		bell County l	G	94%	1%	1%	1%	3%	0%	F	0.121		0.595	310	G
43) Bearing Ford Fid	Bealora God					1 70		1 70	0 70	0 70	•	0.121		0.000	010	ŭ
O Lacavilla Dd	From:	09-626 Smit				10/	10/	10/	00/	00/		0.000		0.510	0000	
43 Leesville Rd	Bedford Cou	nty 2.49	2700	G	94%	1%	1%	1%	3%	0%	F	0.096		0.516	2900	G
	To: From:		R 24 Gillespie													
(43) (24) Glenwood Dr	Bedford Cou	nty 2.58	2800	G	91%	0%	2%	2%	5%	0%	С	0.088		0.536	2900	G
	To: From:	SR 24	West of Gille	espie												
(43) Virginia Byway	Bedford Cou	nty 8.32	1800	G	97%	1%	1%	0%	0%	0%	F	0.101		0.546	1900	G
$\smile$	Tα	S	CL Bedford													
43 South St	City of Bedfo		1600	G	97%	1%	1%	0%	0%	0%	С	0.091		0.536	1700	G
40)	To:		43 P Talbott	St												
	From:		South Street													
(43) Talbot St	City of Bedfo	ord 0.05	650	G	97%	1%	1%	0%	0%	0%	F	0.101		0.5	690	G
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	1500	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.526	1600	G
	Τα:		Otey Street													
Otov St	City of Bodf	ord 0.14	Talbot St		070/	10/	10/	00/	00/	00/	0	0.004		0.000	000	_
43) Otey St	City of Bedfo		930	G	97%	1%	1%	0%	0%	0%	С	0.094	_	0.663	990	G
	Combined Traffic Estimates for 2 Parallel I	· · · · · · · · · · · · · · · · · · ·	1600	G	97%	1%	1%	0%	0%	0%	F	0.100	F	0.660	1700	G
Bus	From:		IS 460 E Mai Bus US 460	ın St												
43) (460) E Main St	City of Bedfo		5800	G	98%	0%	1%	0%	0%	0%	F	0.090		0.524	6200	G
43) (400) = **********************************	To:		South St					-,-	•	- , ,						-
Bus	From:		Main St													
43) (460) E Main St	City of Bedfo	ord 0.08	5800	G	98%	0%	1%	0%	0%	0%	F	0.093		0.588	6200	G
	Toc	Bus	US 460, US 2	221												
Bus N. Bridge St.	City of Dodf				000/	1%	10/	0%	0%	00/	F	0.093		0.505	6000	_
43 (221) 122 N Bridge St	City of Bedfo	ord 0.16	5800	G	98%	1%	1%	0%	0%	0%	г	0.093		0.535	6200	G
Bus	To: From:	I	Bedford Ave													
43) (221) (122) N Bridge St	City of Bedfo	ord 0.11	7900	G	98%	1%	1%	0%	0%	0%	С	0.092		0.526	8400	G
40 (221) (122)	To:		S 221Peaks S	St												
	From:		N Bridge St													
43) Peaks St	City of Bedfo	ord 0.62	3100	G	98%	0%	1%	0%	1%	0%	F	0.095		0.591	3300	G
$\smile$	To:		Laurel St													
(43) Peaks St	City of Bedfo	ord 0.94	2600	G	98%	0%	1%	0%	1%	0%	С	0.094		0.579	2800	G
40)			YOY D. 10. 1													
43 Peaks Rd	From: Bedford Cou		ICL Bedford 2300	G	98%	0%	1%	0%	1%	0%	F	0.088		0.517	2400	G
43 Peaks Rd	Decioid Cou	-,	r Peaksville;			U /0	1 /0	U /0	1 /0	U /0	'	0.000		0.517	2400	G
	From:		ing Rd; Near				_									
(43) Peaks Rd	Bedford Cou		920	G	98%	0%	1%	1%	0%	0%	С	0.109		0.59	970	G
	Trul															
43 Parkway Dr	Podford County (A		Ridge Parkv	vay <b>G</b>	000/	00/	10/	10/	00/	00/	F	0.105		0.674	270	C
43 Parkway Dr	Bedford County (M	· · · · · · · · · · · · · · · · · · ·	350		98%	0%	1%	1%	0%	0%	г	0.105		0.674	370	G
-	10.	Botet	ourt County l	Line												

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

		,	nd interstate	- 100				Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT (	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	Bedf	ord County Lir	ne			2, 0.10	017100	TTTQII	Liian		1 40101		- 40101		
43) Parkway Dr	Botetourt Cou			G	94%	0%	3%	3%	0%	0%	С	0.105		0.571	460	G
	To	S	CL Buchanan													
43) Parkway Dr	From: Town of Buchanan (			N	98%	0%	1%	1%	0%	0%	Ν	0.105		0.674	370	Ν
43) - 4	To.	`					<del></del> 1									
43) (11) Main St	From Town of Buchanan (		4400 4400	G	95%	2%	2%	0%	1%	0%	С	0.097		0.519	4600	(
43) {11} Main St	Town or Buchanan (	`			33 /6	2 /0		0 /6	1 /0	0 /6	O	0.037		0.515	4000	`
	To: From:		11 N, Main St		0.40/	20/		40/	10/	00/	_	0.405			4000	
First St	Town of Buchanan (	(Maint: 11) 0.82	1700	G	94%	3%	2%	1%	1%	0%	F	0.105		0.627	1800	(
<u> </u>	To: From:	N	CL Buchanan													
43) Narrow Passage Rd	Botetourt Cou	unty 2.95	1700	N	94%	3%	2%	1%	1%	0%	Ν	0.105		0.627	1800	1
<u> </u>	To	11-63	0 Springwood	Rd												
Narrow Passage Rd	Botetourt Cou			G	94%	3%	2%	1%	1%	0%	F	0.104		0.505	480	(
	To	11 688 9	S Salt Petre Cav	vo Dd												
43 Narrow Passage Rd	From: Botetourt Cou			G	94%	3%	2%	1%	1%	0%	С	0.1		0.54	670	(
43)						0,0		. , 0	. , 0	0 / 0	Ū	0		0.0.	0.0	
Cocond Ct	From:		ID Salt Petre C			20/		10/	10/	00/		0.151		0.646	160	,
Second St	Botetourt Cou	•	150 742 Branch Rd	G	94%	3%	2%	1%	1%	0%	F	0.151		0.646	160	(
	From:		742 Branch Rd 742; Second St													
43) Branch Rd	Botetourt Cou			G	94%	3%	2%	1%	1%	0%	F	0.095		0.634	270	(
	Tα	11-6	88 N, Church S	St												
	From:		88 N; Branch R													
43) Church St	Botetourt Cou	unty 0.47	1300	G	94%	3%	2%	1%	1%	0%	F	0.095		0.634	1300	(
<u> </u>	Too From:	SR	43 Y James St	t												
Narrow Passage Rd	Botetourt Cou	unty 1.74	360	G	94%	3%	2%	1%	1%	0%	F	0.101		0.573	380	(
<u> </u>	Tα:	US 2	220 Botetourt R	Rd												
	From:	SR	43 P Talbott St	t												
43 South St	City of Bedfo	ord 0.14	900	G	99%	0%	1%	0%	0%	0%	С	0.094		0.544	960	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	1500	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.526	1600	(
	Tα	V	Vashington St													
43 South St	City of Bedfo			G	97%	1%	1%	0%	0%	0%	F	0.119			720	(
<b>3</b>	Combined Traffic Estimates for 2 Parallel	Roadwavs on this Route:	1600	G	97%	1%	1%	0%	0%	0%	F	0.100	F	0.661	1700	(
	Tα:	•	Main St													
	From:	RUSI	JS 15; High Str	reet												
45) Main St	Town of Farm			G	97%	0%	1%	0%	1%	0%	F	0.086		0.517	9300	(
-10/														-		
45) Main St	From: Town of Farm		US 460; Third 9800	G	97%	0%	1%	0%	1%	0%	С	0.089		0.502	10000	(
45) Main St	TOWN OF FAITH	0.40		G	31/0	U /0	1 /0	U /0	1 /0	U /0	J	0.008		0.002	10000	•
45) Main St	To: From:		River Rd													
	Town of Farm	ville 0.18	7500	G	97%	0%	1%	0%	1%	0%	F	0.087		0.565	8000	(

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

				_		Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA 4	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q
	From:	Osborne Rd							_				
Main St	Town of Farmville	0.73 <b>6000 G</b>	97%	0%	1%	1%	2%	0%	С	0.087	0.558	6400	•
	To: From:	NCL Farmville											
45) Cumberland Rd	Cumberland County	3.54 <b>5400 G</b>	96%	1%	1%	1%	2%	0%	F	0.096	0.596	5700	
<u> </u>	To: From:	24-636 Raines Tavern			$\neg$ —								
45) Cumberland Rd	Cumberland County	4.66 <b>4100 G</b> 9	96%	1%	1%	1%	2%	0%	F	0.090	0.535	4300	
<u> </u>	To	24-634 Salem Church Rd											
45) Cumberland Rd	Cumberland County		96%	1%	1%	1%	2%	0%	С	0.11	0.524	3600	
49)	To									-			
Anderson Huss	Cumberland County	US 60 West of Cumberland C.H. 2.42 <b>5700 G</b>	89%	1%	2%	3%	5%	0%	F	0.084	0.517	5900	
45 60 Anderson Hwy	To:	24-600 Cumberland C.H.	09 /6	1 /0	2/0	3 /0	J /0	0 /6	'	0.004	0.517	3900	
	From:	24-600 Cumberland C.H.											
45) 60 Anderson Hwy	Cumberland County		93%	1%	1%	1%	5%	0%	С	0.086	0.525	6700	
	To	CD 12 Old Develor alson Dd											
45) (60) Anderson Hwy	Cumberland County	SR 13 Old Buckingham Rd 1.34 <b>5000 G</b>	92%	1%	1%	1%	5%	0%	С	0.087	0.524	5200	
Anderson Hwy	To:	US 60 East of Cumberland C.H.	JZ /6	1 /0		1 /0	J /6	0 /6	O	0.007	0.524	3200	
	From:	US 60 East of Cumberland											
Cartersville Rd	Cumberland County		91%	0%	2%	2%	5%	0%	F	0.086	0.582	1200	
	To	24 616 Door Dun Bood											
45) Cartersville Rd	Cumberland County	24-616 Deep Run Road 6.60 <b>1300 G</b>	91%	0%	2%	2%	5%	0%	С	0.083	0.505	1300	
45) CarterSvine Fla	Cambonana County		0170	0 70		270	0 /0	0 70	J	0.000	0.000	1000	
	From:	24-690 North of Whiteville	0.10/	00/		00/	<b>5</b> 0/	00/		0.000	0.754	4500	
Cartersville Rd	Cumberland County	2.20 <b>1500 G</b> 9	91%	0%	2%	2%	5%	0%	F	0.082	0.754	1500	
	To: From:	24-649 High St											
Cartersville Rd	Cumberland County	0.75 <b>920 G</b> 9	91%	0%	2%	2%	5%	0%	F	0.094	0.667	940	
<u> </u>	To:	Goochland County Line											
	From:	Cumberland County Line	070/	10/		10/	40/	00/	_	0.004	2.227	0.40	
45) Cartersville Rd	Goochland County	2.47 <b>910 F</b> 9	97%	1%	1%	1%	1%	0%	С	0.094	0.667	940	
	To: From:	37-707 Hackney Rd											
45) Cartersville Rd	Goochland County	2.57 <b>1500 F</b> 9	97%	1%	1%	1%	1%	0%	С	0.095	0.641	1500	
<u> </u>	To:	SR 6 River Rd West											
	From:	North Carolina State Line											
6 Christanna Hwy	Brunswick County	6.59 <b>1400 G</b>	77%	0%	1%	2%	21%	0%	С	0.098	0.527	1400	
<u> </u>	To	12-665 Ankum Rd											
6 Christanna Hwy	Brunswick County		77%	0%	1%	2%	21%	0%	F	0.093	0.522	1800	
-0)					<b>—</b>	•	, •	- / •	•		3.0	. 500	
Christowns Llun	From From	12-611 Brunswick	000/	10/	10/	00/	00/	00/		0.004	0.500	0500	
Christanna Hwy	Brunswick County	4.26 <b>2400 G</b>	88%	1%	1%	2%	8%	0%	F	0.094	0.596	2500	
<u>~</u>	To: From:	12-715 Whitby Rd											
6 Christanna Hwy	Brunswick County	2.87 <b>2700 G</b>	88%	1%	1%	2%	8%	0%	С	0.094	0.651	2700	
$\mathcal{L}$	Tor	BUS US 58 SOUTH											

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

_							Trı	uck			K	Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	K Factor	AAWDT	QW
Bus	From:	S US 5												
(46 <i>)</i> (58)	Brunswick County	0.20 <b>68</b>	800 G	97%	1%	1%	0%	1%	0%	С	0.105	0.563	7000	G
$\lor \lor$	T _{cc} From:	CL Lawr	renceville											
Bus (58)	Town of Lawrenceville (Maint: 12)	0.80 68	800 N	97%	1%	1%	0%	1%	0%	Ν	0.105	0.563	7000	Ν
46 [58]	To:	N US 5		07.70	170		0 70	. 70	070		0.100	0.000	7000	.,
	From:		8 NORTH											
46 Windsor Ave	Town of Lawrenceville (Maint: 12)	0.64 <b>33</b>	00 G	90%	1%	1%	1%	7%	0%	F	0.101	0.538	3400	G
$\smile$	To	NCL Law	renceville											
46) Christanna Hwy	Brunswick County		00 G	90%	1%	1%	1%	7%	0%	С	0.104	0.58	3200	G
	To	US 1 Boydt	on Dlank D.d											
46 Christanna Hwy	Brunswick County		200 G	90%	1%	1%	1%	7%	0%	F	0.098	0.6	2300	G
46) 3	- T				. , ,		. , ,	. , 0	0,0	•	0.000	0.0		<u> </u>
Christoppe Hung	Prupoviek County		85	85%	1%	1%	20/	10%	0%	С	0.094	0.552	2000	G
(46) Christanna Hwy	Brunswick County	7.43 20	000 G	85%	176	1%	2%	10%	0%	C	0.094	0.552	2000	G
	To: From:		ew Jones Rd			<u> </u>								
(46) Christanna Hwy	Brunswick County		600 G	85%	1%	1%	2%	10%	0%	F	0.088	0.55	1700	G
<u> </u>	To: From:	Nottoway (	County Line County Line											
46 Brunswick Rd	Nottoway County		000 G	91%	0%	1%	1%	5%	0%	F	0.089	0.522	2100	G
46) Branswick Ha	Nonoway County			0170	0 70		1 70	0 70	0 70	•	0.000	0.022	2100	ď
Drugovijek Dd	Town of Pleakstone	SCL Bla		010/	00/	10/	10/	E0/	00/		0.000	0.610	2500	
46 Brunswick Rd	Town of Blackstone		th Main St	91%	0%	1%	1%	5%	0%	С	0.098	0.612	2500	G
	rl													
46 Ramp	Brunswick County	SR 46 Chri 0.25 <b>38</b>	stanna Hwy  BO G	90%	1%	1%	1%	7%	0%	F	0.159		390	G
46 Ramp	Brunswick County	0.25 <b>3</b> 0		90%	1 70	1 70	1 70	1 70	0%	Г	0.159		390	G
	From													
47) W Atlantic St	Town of South Hill		burg Ave	94%	1%	1%	1%	3%	0%	F	0.091	0.51	6900	G
W Atlantic St	Town of South Tilli	0.03 07	00 G	34 /0	1 /0	1 /0	1 /0	3/0	0 /6	'	0.091	0.51	0300	G
	To: From:		nas St											
(47) W Atlantic St	Town of South Hill	0.23 <b>56</b>	600 G	94%	1%	1%	1%	3%	0%	С	0.093	0.565	5700	G
<u>~</u>	To: From:	Opi	e Rd											
47) W Atlantic St	Town of South Hill	0.39 <b>62</b>	200 G	94%	1%	1%	1%	3%	0%	F	0.096	0.626	6400	G
$\smile$	To-	WCL Se	outh Hill											
47	Mecklenburg County		00 G	92%	1%	1%	1%	5%	0%	F	0.098	0.658	4000	G
	To	58 664 Par	ttys Corner											
47	Mecklenburg County		00 G	92%	1%	1%	1%	5%	0%	F	0.088	0.61	3100	G
47					. /0		. /0	J / 0	0 /0	•	0.000	3.01	3.00	J
	Mockloshura County		ld Cox Rd	000/	1%	10/	10/	E0/	00/	С	0.101	0.640	2000	
47)	Mecklenburg County	1.46 <b>32</b>	200 G	92%	1%	1%	1%	5%	0%	C	0.101	0.649	3200	G
	To: From:	58-600 D												
47	Mecklenburg County		00 N	92%	1%	1%	1%	5%	0%	N	0.091	0.627	4500	Ν
$\sim$	Tα	ECL Ch	nase City											

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

		Primary and inte					Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	ECL Chas												
(47) E Second St	Town of Chase City (Maint: 58)	0.48 <b>440</b> 0	) G	92%	1%	1%	1%	5%	0%	С	0.091	0.627	4500	G
	To: From:	Drew												
(47) E Second St	Town of Chase City (Maint: 58)	0.21 <b>630</b>	) G	92%	1%	1%	1%	5%	0%	F	0.088	0.576	6400	G
<u> </u>	To: From:	186-5 Mars	shall St											
47 E Second St	Town of Chase City (Maint: 58)	0.05 <b>630</b> 0	) N	92%	1%	1%	1%	5%	0%	N	0.088	0.576	6400	N
	To: From:	SR 49, S	R 92											
47) (49) N Main St	Town of Chase City (Maint: 58)	0.24 <b>750</b> 0	) G	94%	2%	1%	0%	3%	0%	F	0.087	0.504	7700	G
	To: From:	E FIFTH	I ST											
47) (49) N Main St	Town of Chase City (Maint: 58)	1.02 <b>800</b> 0	) G	95%	1%	1%	1%	2%	0%	С	0.095	0.517	8200	G
	To: From:	SR 49, WCL 0	Chase City			$\neg$ $\vdash$								
47)	Mecklenburg County	5.54 <b>190</b> 0	) G	87%	0%	1%	2%	9%	0%	F	0.099	0.542	2000	G
$\smile$	Тα	Charlotte Co	_											
Overflower Order House	From:	Mecklenburg C			00/	10/	00/	00/	00/	_	0.000	0.570	4700	_
(47) Craftons Gate Hwy	Charlotte County	2.70 1600		87%	0%	1%	2%	9%	0%	F	0.089	0.576	1700	F
	From:	US 15 King US 15-360 K												
47 Graftons Gate Hwy	Charlotte County	6.55 <b>140</b> 0		87%	0%	1%	2%	9%	0%	F	0.089	0.617	1500	F
,	To													
47	Town of Drakes Branch (Maint: 1	9) 2.09 <b>140</b> 0		87%	0%	1%	2%	9%	0%	N	0.089	0.617	1500	N
(47)	Town of Blakes Branch (Maint. 1	•		07 76	0 76	1 /0	2/0	3 /6	0 /6	14	0.003	0.017	1300	14
	To: From:	SR 59												
47)	Town of Drakes Branch (Maint: 1	9) 0.25 <b>180</b> 0	) F	87%	0%	1%	2%	9%	0%	F	0.085	0.517	1800	F
	To: From:	NCL Drakes												
47	Charlotte County	3.03 <b>180</b> 0	) N	87%	0%	1%	2%	9%	0%	N	0.085	0.517	1800	N
<u> </u>	To: From:	SCL Charlo	tte C.H.			$\neg$ $\vdash$								
47)	Town of Charlotte C.H. (Maint: 1	9) 0.99 <b>180</b> 0	) N	87%	0%	1%	2%	9%	0%	Ν	0.085	0.517	1800	Ν
$\smile$	To: S	SR 40 S Thomas Jefferson		d Bruce Av	/e									
	From:	S SR 4		2521						_			=	_
(47) (40) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19	,		85%	1%	2%	2%	11%	0%	F	0.105	0.526	5100	F
<u> </u>	From:	N SR 40 G.												
47 Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 1			87%	0%	1%	2%	9%	0%	F	0.087	0.516	1600	F
47) Mondo denerson My	rown or chanotte c.r.: (Waint: 1)	<u> </u>		01 70	0 70	170	270	0 70	070	•	0.007	0.010	1000	•
	From:	NCL Charlo		070/	00/	10/	00/	00/	00/	N.I.	0.007	0.510	1000	
(47)	Charlotte County	3.47 <b>150</b> 0	) N	87%	0%	1%	2%	9%	0%	N	0.087	0.516	1600	N
	To:	19-660 Ta												
( ₄₇ ) Thomas Jefferson Hwy	Charlotte County	7.02 <b>140</b> 0	) F	87%	0%	1%	2%	9%	0%	С	0.090	0.512	1400	F
<u> </u>	To: From:	19-649 Mad	isonville											
47 Thomas Jefferson Hwy	Charlotte County	2.82 1700	) F	87%	0%	1%	2%	9%	0%	F	0.086	0.552	1800	F
$\smile$	To:	Prince Edward (	County Line	2										

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

В .	1		<u> </u>	<b>-</b> .	_		Tru	ck			K	Dir	A A	611
Route	Jurisdiction	Length <b>AADT</b>	QA 4T	ıre	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	Charlotte County												
(47) Thomas Jefferson Hwy	Charlotte County	1.59 <b>2000</b>		7%	0%	1%	2%	9%	0%	F	0.086	0.556	2100	F
<u> </u>	To: From:	Appomattox Countries Edward Countries Ed												
47 Thomas Jefferson Hwy	Appomattox County	0.57 <b>2200</b>		7%	0%	1%	2%	9%	0%	F	0.089	0.645	2300	G
47)	, appenditor county			, ,0	0 70		270	0 70	0 70	•	0.000	0.010	2000	_
47 Thomas Jefferson Hwy	Town of Pamplin City (Maint: 06)	SCL Pamplin C 0.50 <b>2200</b>		7%	0%	1%	2%	9%	0%	N	0.089	0.645	2300	N
Thomas Jefferson Hwy	To:	Bus US 460		/ ⁻ /0	0%	170	270	970	0%	IN	0.069	0.645	2300	IN
	Econo													
48 55 Wardensville Pike	Frederick County	West Virginia Stat 4.83 <b>2600</b>		4%	1%	1%	1%	4%	0%	С	0.151	0.795	2300	Α
(48) (55) Wardensville Pike	Tredefick County			+ /0	1 /0	1 /6	1 /0	4 /0	0 /6	O	0.131	0.793	2300	^
~ · · · · · · · · · · · · · · · · · · ·	From:	34-600 Pifer F						427						_
48 (55) Wardensville Pike	Frederick County	0.70 3900		4%	1%	1%	1%	4%	0%	F	0.088	0.611	3400	G
-	From:	Shenandoah Count Frederick County	-											
(48) (55) John Marshall Hwy	Shenandoah County	4.90 <b>5100</b>		4%	1%	1%	1%	4%	0%	F	0.093	0.684	4500	G
40 (33)	To													
48 55 John Marshall Hwy	Shenandoah County	85-628 Lebanon C 3.80 <b>6600</b>		4%	1%	1%	1%	4%	0%	F	0.088	0.666	5800	G
48 55 John Marshall Hwy	To:	I-81	G 34	+ /0	1 /0		1 /0	4 /0	0 /6	'	0.000	0.000	3000	G
	Econo		. **											
48 Blue Ridge Parkway	Grayson County (Maint: US )	North Carolina Sta 1.13 <b>560</b>	O O								0.152	0.56	NA	
48 Blue Ridge Parkway	Grayson County (Maint. 03)										0.132	0.50	INA	
	From	SR 89 Skyline I									0.450	0.50		
48 Blue Ridge Parkway	Grayson County (Maint: US)	3.56 <b>560</b>	0								0.152	0.56	NA	
	To: From:	Grayson County												
48 Blue Ridge Parkway	Carroll County (Maint: US)	12.75 <b>660</b>	0								NA		NA	
<u> </u>	To: From:	US 52												
48) Blue Ridge Parkway	Carroll County (Maint: US)	15.59 <b>890</b>	0								NA		NA	
$\smile$	To:	Patrick County												
Dive Bidee Berlaner	Potriols County (Mainty IIC.)	Carroll County									NIA		NIA	
Blue Ridge Parkway	Patrick County (Maint: US )	6.33 <b>690</b>	0								NA		NA	
	To: From:	US 58												
(48) Blue Ridge Parkway	Patrick County (Maint: US)	0.42 <b>1000</b>	0								NA		NA	
<u> </u>	10: From:	Floyd County I Patrick County I												
48 Blue Ridge Parkway	Floyd County (Maint: US )	5.92 <b>1000</b>	0								NA		NA	
46) 2.00	To:	Patrick County												
	From:	Floyd County I												
48) Blue Ridge Parkway	Patrick County (Maint: US)	0.88 <b>820</b>	0								NA		NA	
$\smile$	То	Floyd County I												
Plus Pidgo Parlaway	Floyd County (Mointy US )	Patrick County									NIA		NIA	
48 Blue Ridge Parkway	Floyd County (Maint: US )	5.23 <b>820</b>	0								NA		NA	
	To: From:	SR 8				}								
(48) Blue Ridge Parkway	Floyd County (Maint: US )	11.62 <b>550</b>	0								NA		NA	
$\sim$	To:	Franklin County	Line											

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

Route	Jurisdiction	Length	AADT QA	4Tire	Ruc	TruckAxle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir AAWDT QW Factor
	From:	Floyd	County Line					
( ₄₈ ) Blue Ridge Parkway	Franklin County (Maint: US)	1.51	550 O				NA	NA
$\smile$	To:	Floyd	County Line					
	From:		n County Line					
(48) Blue Ridge Parkway	Floyd County (Maint: US)	16.05	510 O				NA	NA
<u> </u>	To	١	US 221			7		
48 Blue Ridge Parkway	Floyd County (Maint: US)	0.03	510 O			_	NA	NA
	To:	Roanok	e County Line			7		
	From:	Floyd	County Line			]		
(48) Blue Ridge Parkway	Roanoke County (Maint: US)	14.69	510 O				NA	NA
$\smile$	Tor	,	US 220					
48 Blue Ridge Parkway	Roanoke County (Maint: US)		2400 O				NA	NA
48 Blue Ridge Parkway	Tidanoke odanty (Maint. 66)	2.12	2400 0			_	14/3	IVA
	To: From:		n Boundary					
(48) Blue Ridge Parkway	Roanoke County (Maint: US)	6.67	2400 O				NA	NA
$\smile$	To		SR 24			7		
48) Blue Ridge Parkway	Roanoke County (Maint: US )		2400 O			_	NA	NA
40)	To:		rt County Line			7		
	From:		e County Line					
48 Blue Ridge Parkway	Botetourt County (Maint: US)		2400 O			_	NA	NA
,	Tol	***	21 110 160			<b>¬</b>		
Divo Didge Derkway	Pototourt County (Moint HC)	12.72	21, US 460 <b>530 O</b>			_	NIA	NA
48 Blue Ridge Parkway	Botetourt County (Maint: US)					¬	NA	NA
	From:		d County Line rt County Line					
48) Blue Ridge Parkway	Bedford County (Maint: US )	2.18	530 O			_	NA	NA
48 Blue Ridge Parkway	Bedierd Gearity (Maint: GG )					_	14/1	1471
	To: From:		SR 43					
48) Blue Ridge Parkway	Bedford County (Maint: US)	1.80	840 O			_	NA	NA
$\smile$	To:		rt County Line					
	Prom:		d County Line			_		
48) Blue Ridge Parkway	Botetourt County (Maint: US)	3.11	840 O				NA	NA
<u> </u>	To: From:		SR 43			7		
48 Blue Ridge Parkway	Botetourt County (Maint: US)	11.28	290 O			_	NA	NA
	To:	Bedfore	d County Line			7		
	From:	Botetou	rt County Line			]		
48) Blue Ridge Parkway	Bedford County (Maint: US)	10.61	290 O				NA	NA
$\smile$	To	1	US 501					
48 Blue Ridge Parkway	Bedford County (Maint: US )	0.19	520 O			_	NA	NA
48 Blue Ridge Parkway	Ta		st County Line			٦	1 1/7	INA
	From:		d County Line					
48 Blue Ridge Parkway	Amherst County (Maint: US )	2.38	520 O			<b>⊒</b>	NA	NA
						<b>⊣</b>		
Dive Bidee Be !	Tool From:		SR 130				N/A	A I A
8 Blue Ridge Parkway	Amherst County (Maint: US )	15.86	280 O			7	NA	NA
$\sim$	To	Rockbrid	lge County Line					

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

Route	Jurisdiction	Length AADT	QA 4	Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
Diva Didas Destruction	From:	Amherst Count				0.400	0.007	NIA	
48 Blue Ridge Parkway	Rockbridge County (Maint: US)	0.15 <b>280</b>	0			0.162	0.637	NA	
	To: From:	US 60							
48 Blue Ridge Parkway	Rockbridge County (Maint: US )	18.29 <b>300</b>	0			NA		NA	
	From:	Nelson County Rockbridge Cou							
48 Blue Ridge Parkway	Nelson County (Maint: US )	0.08 <b>300</b>	0			NA		NA	
	To	SR 56							
48 Blue Ridge Parkway	Nelson County (Maint: US )	11.09 390	0			NA		NA	
48) 2.00 :	To:	Augusta Count	_						
_	From:	Nelson County							
(48) Blue Ridge Parkway	Augusta County (Maint: US)	15.97 <b>480</b>	0			NA		NA	
$\smile$	To: From:	US 250							
(48) Skyline Dr	Augusta County (Maint: US)	18.17 <b>390</b>	0			NA		NA	
	To:	Albemarle Cour	ity Line						
	From:	Augusta Count	•						
(48) Skyline Dr	Albemarle County (Maint: US)	3.65 <b>390</b>	0			NA		NA	
<u> </u>	To: From:	Rockingham Cou Albemarle Cour							
(48) Skyline Dr	Rockingham County (Maint: US)	8.44 <b>390</b>	O			NA		NA	
48) Okymie Bi	Tac	Greene Count				IVA		INA	
	From:	Rockingham Cou							
48 Skyline Dr	Greene County (Maint: US)	2.08 390	0			NA		NA	
$\smile$	To:	Rockingham Cou							
01.11. 5	From:	Greene County							
48 Skyline Dr	Rockingham County (Maint: US)	3.26 390	0			NA		NA	
	From:	Greene County Rockingham Cou							
(48) Skyline Dr	Greene County (Maint: US)	1.33 <b>390</b>	0			NA		NA	
40) - 7	To:	Rockingham Cou							
	From:	Greene County	y Line						
(48) Skyline Dr	Rockingham County (Maint: US)	1.93 <b>390</b>	0			NA		NA	
$\smile$	To:	Greene Count							
48 Skyline Dr	Greene County (Maint: US )	Rockingham Cou	onty Line O			NA		NA	
48 Skyline Dr	To:	Rockingham Cou				INA		INA	
	From:	Greene County							
(48) Skyline Dr	Rockingham County (Maint: US)	0.10 <b>390</b>	0			NA		NA	
	To	US 33							
48 Skyline Dr	Rockingham County (Maint: US )	2.69 <b>800</b>	0			NA		NA	
40) 30,4110 21	Ta	Greene Count			$\neg$	INA		INA	
	From:	Rockingham Cou							
48 Skyline Dr	Greene County (Maint: US)	1.33 800	0			NA		NA	
$\smile$	To:	Rockingham Cou	inty Line						

5/2/2016

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

Route	Jurisdiction	Length AADT QA 4Tire		Truck xle 3+Axle 1Trail 27		OK Dir Factor	AAWDT	QW
	From:	Greene County Line						
(48) Skyline Dr	Rockingham County (Maint: US)	2.53 <b>800 O</b>		i	NA		NA	
$\overline{}$	To:	Page County Line						
0, 1, 5	Prom:	Rockingham County Line						
(48) Skyline Dr	Page County (Maint: US)	7.77 <b>800 O</b>		İ	NA		NA	
	To:	Madison County Line						
Clayling Dr	Madison County (Maint: US )	Page County Line 14.77 <b>800 O</b>			NA		NA	
(48) Skyline Dr	Madison County (Maint. 05 )			1	INA		INA	
	From:	Rappahannock County Line  Madison County Line						
(48) Skyline Dr	Rappahannock County (Maint: US				NA		NA	
48 Skyline Dr	Tappanamilock County (Maint. Oc	Page County Line			INA		IVA	
	From:	Rappahannock County Line						
(48) Skyline Dr	Page County (Maint: US )	0.06 <b>800 O</b>			NA		NA	
(48) Skyline Dr	r age County (Maint: 65 )	0.00 800 0			INA		INA	
	To: From:	US 211						
(48) Skyline Dr	Page County (Maint: US)	3.01 <b>650 O</b>			NA		NA	
$\overline{}$	To:	Rappahannock County Line						
	From:	Page County Line						
(48) Skyline Dr	Rappahannock County (Maint: US	) 4.41 <b>650 O</b>			NA		NA	
$\smile$	To:	Page County Line						
	From:	Rappahannock County Line						
(48) Skyline Dr	Page County (Maint: US)	2.09 <b>650 O</b>			NA		NA	
$\overline{}$	To:	Rappahannock County Line						
	From:	Page County Line						
(48) Skyline Dr	Rappahannock County (Maint: US			•	NA		NA	
$\overline{}$	To:	Warren County Line						
	From:	Rappahannock County Line						
(48) Skyline Dr	Warren County (Maint: US)	1.69 <b>650 O</b>		1	NA		NA	
<u> </u>	To:	Rappahannock County Line						
	From:	Warren County Line						
(48) Skyline Dr	Rappahannock County (Maint: US			Ì	NA		NA	
<u> </u>	To:	Warren County Line						
01.11. 5	Prom.	Rappahannock County Line						
(48) Skyline Dr	Warren County (Maint: US)	10.47 <b>650 O</b>		Ì	NA		NA	
<u> </u>	10:	US 340; Front Royal						
	From:	North Carolina State Line						
(49) (96) Florence Ave	Town of Virgilina (Maint: 41)	0.13 <b>1600 G</b> 92%	6 2% 1°	% 0% 5% C	)% F 0.087	0.567	1700	G
	To:	SR 96 Seventh St						
	From:	SR 96 Florence Ave						
(49) Seventh St	Town of Virgilina (Maint: 41)	0.47 <b>780 G</b> 92%	6 2% 1°	% 0% 5% C	)% C 0.126	0.518	800	G
	To	EOL Vissitios						
	From	ECL Virgilina	/ 00/ 10	/ Oo/ Fo/ O	00/ N 0.400	0.510	000	N.I
(49)	Halifax County	2.05 <b>780 N</b> 92%	6 2% 1°	% 0% 5% C	)% N 0.126	0.518	800	N
<u> </u>	To:	Mecklenburg County Line						
Fort Davis Cresses Uses	Maglilanhum Causti	Halifax County Line	/ 10/ 10	  / 10/ F0/ 0	00/ 0 0440	0.574	1000	0
(49) Earl Davis Gregory Hwy	Mecklenburg County	8.64 <b>1200 G</b> 92%	6 1% 19	% 1% 5% C	)% C 0.112	0.571	1200	G
	To	US 58 West Clarksville						

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

				4100			Trı	ıck			K	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus					QC		ΩK	AAWDT	. QV
	From:	US 58 East of	Clarksville			27 (XIC	OTTAKE	TTTUI	ZIII		1 40101	1 40101		
49) (58)	Mecklenburg County			85%	1%	1%	1%	12%	0%	F	0.083	0.577	7700	G
	To:	Bus US												
Bus	From:													
49) (58) Virginia Ave	Mecklenburg County	0.55 <b>410</b>	) G	98%	0%	1%	0%	0%	0%	F	0.093	0.519	4100	G
Pure	To- From	WCL Clar	ksville											
Bus 49) (58) Virginia Ave	Town of Clarksville (Maint: 58)	0.97 380	n G	98%	0%	1%	0%	0%	0%	С	0.093	0.519	3900	G
49) (58) * "9" " 2 7 1 5	To:		-	0070	0 70		070	0 70	070	Ŭ	0.000	0.010	0000	·
Bus	From:													
49) (15) (58) Virginia Ave	Town of Clarksville (Maint: 58)	0.88 <b>700</b>	) G	99%	0%	0%	0%	1%	0%	С	0.088	0.515	7200	G
	To	NCL Clar	csville											
Bus	From:													
49) (15) (58)	Mecklenburg County	0.84 <b>700</b> 0	) N	99%	0%	0%	0%	1%	0%	N	0.088	0.515	/200	Ν
<u> </u>	To: From:	US 58 EAST OF C	LARKSVII	LE										
49) (15)	Mecklenburg County	1.60 <b>490</b> 0	) G	87%	1%	1%	1%	11%	0%	F	0.093	0.561	5100	G
	To	US 15 NEAR DOI	RTCH STO	RE										
49)	Mecklenburg County				2%	1%	0%	3%	0%	F	0.094	0.541	2200	C
19)	To	50 (00 T#:												
40	Mecklephura County			0/1%	20/-	19/-	Nº/-	30/-	0%	F	0.108	0.503	2000	Ċ
49	wieckieriburg County			34 /6	2 /0	1 /0	0 /6	J /6	0 78	•	0.100	0.595	2000	
	From						221		221	_				
49	Mecklenburg County	3.92 <b>190</b> 0	) G	94%	2%	1%	0%	3%	0%	F	0.108	0.522	2000	G
_	To: From:		se City											
49) W Second St	Town of Chase City (Maint: 58	) 0.23 <b>210</b>	) G	94%	2%	1%	0%	3%	0%	С	0.103	0.529	2100	G
<u> </u>	To	SR 9	2			<u> </u>								
49) (92) W Second St				93%	1%	1%	1%	4%	0%	С	0.096	0.564	5800	G
45) (32)	Ter	-												
49 92 E Second St	Town of Chaco City (Maint: 59			0.49/	20/	10/	Λο/	20/	00/		0.000	0.547	7700	G
49 92 E Second St	Town of Chase Oily (Maint. 30	,		34 /0	2 /0	1 /0	0 /6	3 /0	0 /6	'	0.009	0.547	7700	G
	From:													
49) (47) N Main St	Town of Chase City (Maint: 58	) 0.24 <b>750</b>	) G	94%	2%	1%	0%	3%	0%	F	0.087	0.504	7700	G
	Τα	E Eifth	C+											
49) (47) N Main St	Town of Chase City (Maint: 58			95%	1%	1%	1%	2%	0%	С	0.095	0.517	8200	Ċ
49) (47) 11 Main St	Town of Chase Oily (Maint. 66	•		0070	1 /0		1 70	270	0 /0	Ü	0.000	0.017	0200	
	From:			000/	40/		00/	<b>5</b> 0/	201	_	0.004	0.50	1000	
49)	Mecklenburg County			92%	1%	1%	0%	5%	0%	F	0.091	0.52	1200	G
~	Mecklenburg County   1.26   7600   G   85%   1%   1%   1%   12%   0%   F   0.083   0.577   7700													
49) Courthouse Rd	Lunenbura County			92%	1%	1%	0%	5%	0%	С	0.102	0.713	970	G
43) - 34 6465	To To				. /0	Ť	0,0	2 /0	0 / 0	J	J UL	0.7.10	3,0	~
	From													
49 (40) Courthouse Rd	Lunenburg County	0.14 <b>260</b>	) G	94%	2%	1%	0%	3%	0%	F	0.103	0.611	2700	G
	Τσ	55-67	5											

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

								Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:		55-675												
(49) (40) Courthouse Rd	Lunenburg County	2.17	3100	G	94%	2%	1%	0%	3%	0%	С	0.097	0.594	3200	G
$\bigcirc$	Τα		CL Victoria	a .											
49 (40)	Town of Victoria (Maint: 55)	1.08	3100	N	94%	2%	1%	0%	3%	0%	Ν	0.097	0.594	3200	Ν
49 49	To:		SR 40 N												
	From:		40; Eighth												
49 Earl Davis Gregory Hwy	Town of Victoria (Maint: 55)	0.51	3900	G	94%	1%	1%	1%	3%	0%	F	0.090	0.546	4000	G
<u>~</u>	To: From:	55	-1017 13th	St											
49) Nottoway Blvd	Town of Victoria (Maint: 55)	0.65	3300	G	94%	1%	1%	1%	3%	0%	С	0.095	0.594	3400	G
$\smile$	To	N	ICL Victori	ia											
49 Earl Davis Gregory Hwy	Lunenburg County	4.88	3300	N	94%	1%	1%	1%	3%	0%	Ν	0.095	0.594	3400	Ν
	To:	Notto	way County	y Line											
	From:		burg Count	-							_				_
49) The Falls Rd	Nottoway County	8.54	1400	G	94%	1%	1%	1%	3%	0%	F	0.109	0.616	1400	G
<u> </u>	To: From:	67-63	33 Lone Pir	ne Rd											
49) The Falls Rd	Nottoway County	0.46	2400	G	94%	1%	1%	1%	3%	0%	F	0.095	0.502	2500	G
$\smile$	To		SCL Crewe												
49 Earl Davis Gregory Hwy	Town of Crewe (Maint: 67)	0.15	2400	N	94%	1%	1%	1%	3%	0%	Ν	0.095	0.502	2500	Ν
	To:	US 460	, East Virgi	inia Ave											
	From:		JS 460 Eas								_				_
49 (460) Virginia Ave	Town of Crewe (Maint: 67)		11000	G	88%	1%	1%	1%	10%	0%	F	0.086	0.519	11000	G
	From:		JS 460 Wes West Virg												
49) Watsons Wood Rd	Town of Crewe (Maint: 67)	0.34	1900	G	90%	1%	1%	1%	7%	0%	С	0.085	0.529	2000	G
49) Traisons Trosa III						. , ,		. 70	. , 0	0 / 0	Ū	0.000	0.020		0.
49 Watsons Wood Rd	Nottoway County	1.55	NCL Crewe 1900	N N	90%	1%	1%	1%	7%	0%	N	0.085	0.529	2000	N
49) Watsons Wood Rd	To:		East of Bu		30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.003	0.529	2000	IN
	From:														
50 Northwestern Pike	Frederick County	4.35	Virginia Sta 7800	G Line	96%	0%	1%	1%	2%	0%	С	0.087	0.731	8200	G
50 Northwestern Pike	Tredefick County				30 70	0 70	1 70	1 /0	270	0 70	O	0.007	0.751	0200	C
~~ N D."	To: From:		751 E; Gore		000/	00/		40/	201	00/	_	0.000	0.715	10000	_
Northwestern Pike	Frederick County	4.80	12000	G	96%	0%	1%	1%	2%	0%	F	0.086	0.715	12000	G
~~	To: From:	34-614	Back Mour												
50 Northwestern Pike	Frederick County	2.45	18000	G	96%	0%	1%	1%	2%	0%	F	0.088	0.724	19000	G
<del>~</del>	To:	34-803 I	Round Hill	Rd West	:		$\neg$ $\vdash$								
50 Northwestern Pike	Frederick County	2.59	20000	G	96%	0%	1%	1%	2%	0%	С	0.088	0.726	22000	G
$\checkmark$	Tα		SR 37				<u> </u>								
50 Northwestern Pike	Frederick County	0.14	22000	G	98%	1%	1%	0%	0%	0%	F	0.087	0.716	24000	G
30)	To.					- , •		- / 0	- / •	- / 0	,		J 0	000	<u> </u>
Amborot St	City of Minchastar		CL Winches		000/	10/	10/	00/	00/	00/	Г	0.000	0.500	20000	^
50 Amherst St	City of Winchester	0.64	19000 Fox Dr	G	98%	1%	1%	0%	0%	0%	F	0.089	0.586	20000	G

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
~	From:	Fox Dr		000/	40/	10/	001	201	00/	_	0.007		0.507	47000	
Amherst St	City of Winchester	0.75 <b>16000</b>	G	98%	1%	1%	0%	0%	0%	С	0.087		0.507	17000	
	From:	Boscawen Amherst S				-									
Boscawen St	City of Winchester	0.37 <b>12000</b>	G	98%	1%	1%	0%	0%	0%	F	0.085		0.546	13000	
O Boscawen St	To:	Braddock		0070	170		070	0 70	0 /0	•	0.000		0.040	10000	
	From:	Boscawen													
0) (1,1) (50) (522) Braddock St	City of Winchester	0.53 <b>7500</b>	G	98%	1%	1%	0%	0%	0%	С	0.096			8000	
Combined Traff	ic Estimates for 2 Parallel Roadways	on this Route: 14000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	
	To:	Gerrard S													
	From:	Braddock S	St												
(522) Gerrard St	City of Winchester	0.07 <b>7200</b>	G	98%	1%	1%	0%	0%	0%	F	0.083		0.532	7700	
~ ~	Too	Valley Av	Δ												
) (11) (5g2) Gerrard St	City of Winchester	0.10 <b>9600</b>	G	97%	1%	1%	0%	1%	0%	F	0.087		0.578	10000	
11) (322) dellate et	-			0.70	. , •		0 / 0	. , 0	0,0	•	0.00.		0.07.0		
~ ~~~~~	From:	US 11 Camero		2221					221						
) (17) (522) Millwood Ave	City of Winchester	0.75 <b>13000</b>	G	98%	1%	1%	0%	0%	0%	F	0.085		0.551	14000	
	To: From:	US 50 Par; Apple B		r											
0) (17) (522) Apple Blossom Dr	City of Winchester	US 50 Par, Milly 0.05 <b>9500</b>	G G	97%	0%	1%	0%	1%	0%	F	0.087		0.852	10000	
0) [17] [522] Apple Blossom Dr	City of WillChester	Jubal Early		91 /0	0 /6	1 /0	0 /6	1 /0	0 /6		0.007		0.032	10000	
	From:	Apple Blosson				-									
0) (17) (522) Jubal Early Dr	City of Winchester	0.06 <b>28000</b>	G	97%	0%	1%	0%	1%	0%	С	0.083		0.624	30000	
0) (17) (322)	То:	US 50 Par, Millw													
	From:	US 50 Par; Jubal													
0) (17) (522) Millwood Ave	City of Winchester	0.09 <b>28000</b>	N	97%	0%	1%	0%	1%	0%	Ν	0.083		0.624	30000	
	То:	I-81													
~ ~~	From:	ECL Winche													
0) (17) (522) Millwood Pike	Frederick County	0.16 <b>41000</b>	G	95%	1%	1%	1%	2%	0%	F	0.089		0.605	44000	
<b>&gt;                                    </b>	To	US 522 Front Ro	val Pike			$\neg$ $\vdash$									
Millwood Pike	Frederick County	2.71 <b>18000</b>	G	95%	1%	1%	1%	2%	0%	С	0.089		0.605	19000	
9 (5)	To	24 722 G X	11 D.1												
0 17 Millwood Pike	Frederick County	34-723 Carpers V 2.72 <b>11000</b>	G G	95%	1%	1%	1%	2%	0%	F	0.092		0.662	12000	
0) (17) Millwood Pike	Tredefick County			95%	1 70	1 70	1 70	270	0%	Г	0.092		0.002	12000	
	From:	Clarke County Frederick Count													
0) (17) Millwood Pike	Clarke County	1.67 <b>10000</b>	F	95%	1%	1%	1%	3%	0%	F	0.098		0.636	11000	
0) (17)	- Tanks			0070	. , ,	- 70	. , ,	0,0	0,0	•	0.000		0.000		
~ ~~~	From:	US 340 South of													
O (17) Millwood Pike	Clarke County	2.83 <b>12000</b>	F	95%	1%	1%	1%	3%	0%	F	0.097		0.709	13000	
	To:	SR 255 Bishop M	eade Rd			$\Box$ $\vdash$									
0 (17) Millwood Pike	Clarke County	1.97 <b>11000</b>	F	95%	1%	1%	1%	3%	0%	С	0.098		0.658	11000	
	To	21 722 M:II	ad Dd												
50 (17) John S Mosby Hwy	Clarke County	21-723 Millwo 3.44 <b>13000</b>	od Rd F	95%	1%	1%	1%	3%	0%	F	0.093		0.658	14000	

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

Devite	Louis alteritere	Levelle AADT 0	A 4Time	D		Tru	ck		00	K	Dir	AAMADT	- 0
Route	Jurisdiction		A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QI
John C Machy I have	From: (Mainty F2)	Clarke County Line	0E9/	10/	10/	10/	20/	00/	С	0.001	0.705	10000	G
50) (17) John S Mosby Hwy	Fauquier County (Maint: 53)		<b>9</b> 5%	1%	1%	1%	2%	0%	C	0.091	0.725	12000	(
John C Macharillana	From: (Adainst FO)	US 17 Winchester Rd, F		10/	10/	10/	10/	00/		0.105	0.040	F 400	
John S Mosby Hwy	Fauquier County (Maint: 53)		<b>9</b> 7%	1%	1%	1%	1%	0%	F	0.105	0.846	5400	(
<u> </u>	From:	Loudoun County Line Fauquier County Line											
50 John S Mosby Hwy	Loudoun County		<b>3</b> 97%	1%	1%	1%	1%	0%	С	0.1	0.808	5900	
	To	30-623 E, Rokeby Ro	4										
50 ∫ John S Mosby Hwy	Loudoun County		G 97%	1%	1%	1%	1%	0%	F	0.1	0.816	5900	
0)	To:	Fauquier County Line								•			
	From:	Loudoun County Lin	e										
50 } John S Mosby Hwy	Fauquier County (Maint: 53)	2.10 <b>6900</b> (	<b>9</b> 7%	0%	1%	1%	1%	0%	С	0.101	0.791	7100	
~ <u></u>	To: From:	53-611 Saint Louis R	d										
oo John S Mosby Hwy	Fauquier County (Maint: 53)	2.03 <b>7700</b> (	<b>a</b> 97%	0%	1%	1%	1%	0%	F	0.1	0.771	7900	
~	To:	Loudoun County Lin											
laka OMaska II.a.	From:	Fauquier County Lin		00/	10/	40/	40/	00/	_	0.000	0.774	0000	
John S Mosby Hwy	Loudoun County	0.63 <b>9000</b> (	<b>3</b> 97%	0%	1%	1%	1%	0%	F	0.098	0.774	9200	
~	To: From:	WCL Middleburg											
Washington St W	Town of Middleburg (Maint: 53)	0.61 <b>8800 (</b>	<b>9</b> 7%	0%	1%	1%	1%	0%	С	0.101	0.78	9000	
~	To: From:	W 53-626 The Plains I	Rd										
00 Washington St	Town of Middleburg (Maint: 53)	0.65 <b>8500</b> (	<b>9</b> 7%	0%	1%	1%	1%	0%	F	0.1	0.679	8700	
~	To	ECL Middleburg											
50 ∫ John S Mosby Hwy	Loudoun County		<b>3</b> 97%	1%	1%	0%	1%	0%	С	0.104	0.699	8100	
	To	US 15 Near Aldie											
John S Mosby Hwy	Loudoun County		<b>3</b> 96%	1%	1%	1%	1%	0%	С	0.095	0.737	16000	
90)	25ddodii Godiny			1 70		170	1 /0	070	Ū	0.000	0.707	10000	
John S Mosby Hwy	Loudoun County	53-827 Pinebrook Ro 0.51 <b>33000</b> (		1%	1%	1%	1%	0%	F	0.086	0.678	35000	
John S Mosby Hwy	Loudouri County		<b>J</b> 90%	1 70	1 70	1 70	1 70	0%	Г	0.000	0.676	33000	
~	To: From:	53-606 Old Ox Rd											
John S Mosby Hwy	Loudoun County		<b>9</b> 6%	1%	1%	1%	1%	0%	F	0.081	0.734	41000	
~	10: From:	Fairfax County Line Loudoun County Line											
50 Lee Jackson Hwy	Fairfax County	•	98%	1%	1%	1%	0%	0%	F	0.074	0.591	62000	
200 000.00	. a.max obany			. , ,		. , 0	0,0	0,0	•	0.07	0.00	02000	
Los Joskoon Lluny	Foirfox County	SR 28 Dulles Airpor 3.18 <b>71000</b>	8 98%	1%	10/	1%	0%	00/	С	0.087	0.519	77000	
Lee Jackson Hwy	Fairfax County	3.18 /1000 1	96%	170	1%	170	0%	0%	C	0.087	0.519	77000	
~	Toc From:	29-7100 Fairfax County I							_				
Lee Jackson Hwy	Fairfax County	1.25 <b>70000 l</b>	98%	1%	1%	1%	0%	0%	F	0.076	0.522	77000	
~	To: From	29-608 West Ox Rd											
Ee Jackson Hwy	Fairfax County	1.14 <b>93000 I</b>	98%	1%	1%	1%	0%	0%	F	0.078	0.54	102000	
$\checkmark$	To	I-66											
50 Lee Jackson Hwy	Fairfax County		98%	1%	1%	1%	0%	0%	F	0.079	0.584	63000	
\$\tag{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\te}\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\text{\texi}\text{\text{\text{\text{\text{\text{\text{\text{\texi\tin{\texi}}\tint{\text{\ti}\tint{\text{\texi}}}\tinttitet{\text{\texi}}\tint{\text{\ti}}}}}}	Tor	WCL Fairfax	55,6	. , ,		•	- / 0	- / -	•		0.00		

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

						Tru	ck			K	Dir		
Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
From:			· 										
City of Fairfax	0.57 <b>36000</b>	G	98%	1%	1%	1%	0%	0%	F	0.072	0.577	39000	G
To: From:													
City of Fairfax	0.96 <b>35000</b>	G	99%	0%	0%	0%	0%	0%	F	0.083	0.541	38000	G
To: From:	SR 123 Chain Brid												
City of Fairfax	0.21 <b>34000</b>	G	99%	0%	0%	0%	0%	0%	F	0.075	0.629	37000	G
To: From	University D	r											
City of Fairfax	0.59 <b>39000</b>	G	99%	0%	0%	0%	0%	0%	F	0.081	0.557	42000	G
To: From	Plantation Park	way			$\Box$ $\vdash$								
City of Fairfax	0.68 <b>39000</b>	G	99%	0%	0%	0%	0%	0%	F	0.085	0.582	42000	G
To	Draper Driv	e			$\neg$ $\vdash$								
City of Fairfax	0.28 <b>41000</b>	G	99%	0%	0%	0%	0%	0%	F	0.108	0.652	44000	G
To	US 29 N, Lee Hi	ghway			$\neg$								
City of Fairfax	0.28 <b>34000</b>	G	98%	1%	1%	1%	0%	0%	F	0.083	0.514	37000	G
To	SR 237 Pickett	Rd											
City of Fairfax	0.03 37000	G	98%	1%	1%	1%	0%	0%	F	0.078	0.553	40000	G
To	FCL Fairfay												
Fairfax County			98%	1%	1%	1%	0%	0%	F	0.078	0.553	45000	F
To					<u> </u>								
Fairfax County	3.24 <b>50000</b>	A	99%	0%	1%	0%	0%	0%	С	0.085	0.501	54000	Α
To	SD 7 Looshurg	Dileo											
Fairfax County	<u>v</u>		99%	0%	1%	0%	0%	0%	F	0.091	0.588	55000	F
To:		y Line											
From:													
Arlington County	2.03 <b>57000</b>	G	99%	0%	1%	0%	0%	0%	F	0.096	0.627	61000	G
To: From:													
Arlington County	1.06 <b>59000</b>	G	99%	0%	1%	0%	0%	0%	F	0.093	0.641	63000	G
To: From:													
Arlington County	1.93 <b>58000</b>	G	99%	0%	1%	0%	0%	0%	F	0.099	0.629	62000	G
To:	District of Columb	ia Line											
From:													
Frederick County		G	92%	1%	1%	1%	6%	0%	С	0.092		14000	G
""													
			M RT 5							0.001		27000	F
ramax County			M RT 5							0.001		37000	Г
From													
	·		пу БГ										_
Frederick County	0.24 <b>6000</b>	G								0.107		6000	G
	City of Fairfax  Ton From City of Fairfax  City of Fairfax  City of Fairfax  City of Fairfax  From City of Fairfax  From From City of Fairfax  From From From From Fairfax County  Ton From Fairfax County  Ton From Arlington County  Ton From Arlington County  Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County Ton From County	City of Fairfax   City of Fa	City of Fairfax	City of Fairfax	City of Fairfax   City of Fa	City of Fairfax	Length AADT QA 4 Tire Bus   2Axle 3+Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	City of Fairfax   University Dr   Draper Drive   City of Fairfax   University Dr   University Dr   Draper Drive   University Dr   University Dr   Draper Drive   University Dr   University Dr   Draper Drive   University Dr   Draper Drive   University Dr   Draper Drive   University Dr   Draper Drive   University Dr   Un	Second Color   Color	Second Color   Color	April	Second   Length   AADT   QA   4Tire   Bus   2Axle   37Axle   1Trail   2Trail   QC   Factor   QK   Factor   CK   Factor   CK

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT	QW
East (50) Ramp	Fairfax County	US 50 TO RT 66 WEST 0.22 <b>7800 G</b> I-66-W FROM RT 50 EAST	<u></u>	0.118	7800	G
East 50 Ramp	Fairfax County	US 50 TO RT 66 EAST  0.31 NA  US 50-W069B US 50- 69B FROM RT 5		NA	NA	
East 50 Ramp	Fairfax County	US 50 TO RT 495 SOUTH 0.23 NA		NA	NA	
East 50 Ramp	Fairfax County	29-650- 3A FROM RT 650 NORTH TO 495 SO  0.23 <b>12000 G</b> I-495-S051X FROM RT 50 EAST-ARLINGTON B		0.086	12000	G
East 50 Ramp	Fairfax County	US 50 I-495-N051B TO & FROM RT 49  0.22 <b>8600 G</b> I-495-N From RT 50 East		0.077	8600	G
West 50 Ramp to I-81 S at Exit 313	From From From Trac	US 50 W, Millwood Ave 0.16 NA I-81 S		NA	NA	
West 50 Ramp	Fairfax County	US 50 TO RT 66 0.34 <b>6300 G</b> I-66-w From RT 50 West		0.111	6300	G
West 50 Ramp	Fairfax County	US 50 W, Lee Jackson Hwy 0.19	1% 1% 0% 0%	F 0.083	6000	G
West 50 Ramp	Fairfax County	US 50 TO RT 65000- GALLOWS ROAD 0.15 NA I-495-S From RT 50 West		NA	NA	
West 50 Ramp	Fairfax County	US 50 TO RT 495 0.15 <b>NA</b>		NA	NA	
West 50 Ramp	Fairfax County	US 50-W076C TO RT 495 NORTH  0.04 NA  29-6928- C FROM FAIRVIEW PARK DRIVE69	_	NA	NA	
West 50 Ramp	Fairfax County	0.42 <b>9100 F</b> I-495-S051X FROM RT 50 WEST-ARLINGTON B		0.089	9100	F
West 50 Ramp	Fairfax County	US 50-W076B TO RT 495 NORTH  0.05 NA		NA	NA	
West 50 Ramp	Fairfax County	29-6928- B FROM FAIRVIEW PARK DRIVE  0.27 <b>15000 G</b> I-495-N FROM RT 50 WEST00- ARLINGTON BLV		0.09	15000	G

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

								Truc	^k			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle 3	_	_		QC	Factor	QK	Factor	AAWDT	QW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		Boscawen St													
(50) (52) (11) (522) Brado	lock St City of Winch		6900	G	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7400	G
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	G
	To		Piccadilly St													
(50) (7) (522) Piccadilly S	t City of Winch		Braddock St 9400	G	99%	0%	 1%	0%	0%	0%	F	0.086		0.641	10000	G
50 7 522 Piccadilly S	Combined Traffic Estimates for 2 Parallel			G		0%		0%	0%	0%	, F	0.087	F	0.533	12000	G
	Combined Trainc Estimates for 2 Faraner		Cameron St	_	99%	076	1%	0%	076	0%	Г	0.067	Г	0.555	12000	G
	From:		Piccadilly St													
(50) (11) (11) (522) Came	eron St City of Winch		9300	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	9900	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	G
	To	-														
Campo	eron St City of Winch		Boscawen St 6800	G	97%	1%	1%	0%	0%	0%	С	0.091		0.525	7200	G
(50) (11) (11) (522) Came	Combined Troffic Fatimates for 2 Devalled												F			G
	Combined Traffic Estimates for 2 Parallel		50 Millwood	G	98%	1%	1%	0%	0%	0%	С	0.093	Г	0.782	15000	G
ACIlore ed Acce	From:		Apple Bloss		000/	00/	10/	00/	00/	00/	_	0.000		0.040	0000	0
Millwood Ave	City of Winch		9100	G	98%	0%	1%	0%	0%	0%	С	0.086		0.948	9800	G
	10.		Jubal Early													
	From		S 58; Riversi													
(51)	Pittsylvania C	Sounty 0.16	2100	N	99%	0%	1%	0%	0%	0%	N	0.112		0.674	2300	N
<u> </u>	To: From:	V	VCL Danvill	le												
(₅₁) Westover Dr	City of Dan	ville 3.03	2100	F	99%	0%	1%	0%	0%	0%	F	0.112		0.674	2300	F
	To		Lamberth Dr	•												
(51) Westover Dr	City of Dan		5900	F	99%	0%	1%	0%	0%	0%	С	0.093		0.633	6500	F
01)	To		N . I . D	1												
(51) Westover Dr	City of Dan		3lair Loop Ro 7800	F	99%	0%	1%	0%	0%	0%	F	0.087		0.555	8500	F
51 Westover Dr	Oity of Daily	VIIIC 0.70	7000		33 /6	0 /6	1 /0	0 /6	0 /6	0 /6	•	0.007		0.555	0300	ı.
	To:		Park Ave				—⊢									
(51) Westover Dr	City of Dan		6800	F	99%	0%	1%	0%	0%	0%	С	0.086		0.535	7400	F
<u> </u>	10:	EUS	58; Riversio	de Dr												
~~	From:		Carolina Sta													
(52) Fancy Gap Highway	Carroll Cou	inty 4.41	7100	G	97%	0%	0%	1%	1%	0%	С	0.089		0.575	7500	G
<u> </u>	Tro	17-	-691 Bear Tr	rail			\neg \vdash									
52 Fancy Gap Highway	Carroll Cou	inty 5.01	3800	G	97%	0%	0%	1%	1%	0%	F	0.083		0.502	4000	G
	To	CD 140	Chamasa Cr	andr Dd												
Fancy Gap Highway	From: Carroll Cou		3500 3500	N	97%	0%	1%	1%	1%	0%	N	0.082		0.505	3700	N
[52] Fancy Gap Highway	To		09 MN SR 1		51 /6	0 70	1 /0	1 /0	1 /0	0 /0	1 4	0.002		0.000	3700	1 1
-	From:	0.09 MN SF			k Rd											
52 Fancy Gap Highway	Carroll Cou		3500	G	97%	0%	1%	1%	1%	0%	С	0.082		0.505	3700	G
	To	17	-702 Stable	DA												
52 Fancy Gap Highway	From: Carroll Cou		4600	N N	97%	0%	1%	1%	1%	0%	N	0.086		0.517	4800	N
[52] Fancy Gap Highway	To:		SCL Hillsville		31 /0	U /0	1/0	1 /0	1 /0	U /0	IN	0.000		0.517	4000	IN
		<u>1</u> 3	OCT HIIISAIII	· ·												

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

								Tru	ıck			K		Dir		
Route	Jurisdictio		AADT		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
(52) Main St	Town of Hillsville (I		SCL Hillsvil 4600	G G	97%	0%	1%	1%	1%	0%	F	0.082		0.505	4800	G
~	Ta: From:	US	58 West Stu	art Dr												
52 Main St	Town of Hillsville (I	<u> </u>	2700	G	94%	0%	2%	2%	1%	0%	F	0.091		0.579	2900	G
52 Poplar Camp Rd	Front. Carroll Cour		NCL Hillsvil 2700	lle N	94%	0%	2%	2%	1%	0%	N	0.091		0.579	2900	N
$\overline{}$	To:	17-70	5 Coon Ridg	e Road			<u> </u>									
52 Poplar Camp Rd	Carroll Coul		1500	G	94%	0%	2%	2%	1%	0%	F	0.092		0.59	1600	G
~~~	To: From:		Coulson Ch	nurch Rd												
52 Poplar Camp Rd	Carroll Cou	nty 4.46	810	G	94%	0%	2%	2%	1%	0%	С	0.090		0.623	850	G
$\smile$	To:		ythe County													
Cont Objected Dd	NA/ white a Country		rroll County		0.40/	00/	00/	00/	10/	00/	_	0.400		0.501	0000	_
52 Fort Chiswell Rd	Wythe Cour		1900	F	94%	0%	2%	2%	1%	0%	F	0.102		0.591	2000	F
	From:		607 Poplar C													
52 Fort Chiswell Rd	<b>L</b> Wythe Cour		1700	F	95%	0%	1%	2%	2%	0%	С	0.094		0.545	1800	F
(32) 1 011 0111011011 110	rryano coa	•			0070	070	. 70	270	_ /0	070	Ū	0.001		0.010	1000	•
/~~ - · · · · · · · · · · · · · · · · · ·	To: From:		Major Gral													
[52] Fort Chiswell Rd	Wythe Cour	nty 5.12	2800	F	96%	0%	1%	2%	1%	0%	С	0.086		0.586	2900	F
<del>~</del>	To: From:	98	-736 Apache	Run												
52 Fort Chiswell Rd	Wythe Cour	nty 0.87	7400	F	96%	0%	1%	2%	1%	0%	F	0.088		0.618	7800	F
	To:		S I-81													
~~~	From:		2 Fort Chisw													
$\{52\}$ $\{52\}$ Ramp to I-81 S	at Exit 80 Wythe Cour	,	4900	G								0.092			4900	G
$\hookrightarrow \hookrightarrow$	To:	SR-00121(U)/IS-00		(R)/US-0	0052- 036	B(
\sim \sim \sim	Prom:		I-81			1.04										
[52] [81] [77] [11]	Wythe Cour	•		_								es for this	·			
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		Α	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.528	48000	Α
	To:		S I-81 US 11													
	L Wythe Cour	nty 2.37	03 11		9,	oo I-81	for direc	etional tr	affic vo	duma ac	timat	es for this	coai	mont		
[52] [81] [77] [11]	•	•		_			1%	1%	22%	2%	С		_		40000	_
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte	F-43	G	74%	1%	1%	170	22%	2%	C	0.115	Α	0.601	48000	G
	From:		US 11													
52 (81) (77) (11)	Town of Wytheville	(Maint: 98) 0.93	0511		S	ee I-81	for direc	ctional tr	affic vo	lume es	timate	es for this	s sear	ment		
[52] [81] [77] [11]	Combined Traffic Estimates for 2 Parallel	,	52000	G	74%	1%	1%	1%	22%	2%	С	0.115	A A		48000	G
	To:	-	ICL Wythev		7470	1 /0		1 /0	22 /0	2 /0	O	0.113	^	0.001	40000	u
	From:	ľ	US 11	IIIC												
52 (81) (77)	Town of Wytheville	(Maint: 98) 1.29			S	ee I-81	for direc	ctional tra	affic vo	lume es	timate	es for this	s seai	ment.		
(S) (I)	Combined Traffic Estimates for 2 Parallel	,	47000	G	74%	1%	1%	1%	22%	2%	F	0.113	_		44000	G
		riodoways on this rioute		<u> </u>	1 7 /0	1 /0	1 /0	1 /0	<i>LL</i> /0	~ /0	'	0.110	^	0.043	11 000	u
\sim	From:	(Mainte 00) 4 33	US 11			1 04		-4:	-tt:	la	41 ·					
(52) (81)	Town of Wytheville	,		_								es for this				_
~ ~	Combined Traffic Estimates for 2 Parallel	•		G	80%	1%	1%	1%	17%	1%	F	0.099	Α	0.649	26000	G
	To:]	-77 Wythevi	ille												

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

							_		Tru	uck			K		Dir		
Route		Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
52) (81) Ramp I-81 S Exit 7	1 to 119 21:119 58	From: Town of Wytheville ((Maint: 98) 0.27	US 11		S	ا 8۔ا مم	for dire	ctional ti	raffic vo	luma as	timata	es for this	nnas s	nont		
52 81 Ramp I-81 S Exit 7	710 00 21, 00 30	To:	IS-00081-S(B)/IS-0	00081-5070	Δ(R)/TO			101 0110	Clional ti	iailic vo	iume es	iiiiai	23 101 1111	3 Segii	ioni.		
		From:		aintenance E		K15 52 ,	2										
52 4th St		Town of Wythe	eville 1.89	2400	F	98%	0%	1%	1%	1%	0%	С	0.095		0.518	2700	F
<u></u>		Tor	77	/CL Wythey	vi11.a												
52 Stoney Fork Rd		From: Wythe Cour		1100	F	97%	0%	1%	1%	1%	0%	С	0.086		0.651	1200	F
52) Stories Teneria		wythe cour				01 70	0 / 0		1 /0	1 70	0 70	J	0.000		0.001	1200	
~~ 5 . 5 .		From:		80 Black Li							221	_					
52 Stoney Fork Rd		Wythe Cour	•	690	F	97%	0%	1%	1%	1%	0%	F	0.093		0.696	730	F
~		To: From:		and County													
52 South Scenic Hwy		Bland Coun		the County 210	F	97%	0%	1%	1%	1%	0%	F	0.107		0.617	220	F
52 South Scenic Hwy		Diana Coun	11.10	210	•	31 /0	0 70	1 /0	1 /0	1 /0	0 70	'	0.107		0.017	220	
\sim		To: From:		West of Bla													
52) (42) South Scenic Hwy		Bland Coun	ity 3.97	1900	F	97%	0%	1%	1%	1%	0%	F	0.093		0.646	2000	F
<u> </u>		To	I-77 \	West of Blan	nd C.H.			\neg \vdash									
52 (42) South Scenic Hwy		Bland Coun		4500	F	97%	1%	1%	1%	1%	0%	F	0.107		0.636	4800	F
		Tor	CI	R 42 Bland (CII												
52 North Scenic Hwy		From: L Bland Coun		930	<u>г.п.</u> F	97%	1%	1%	1%	1%	0%	F	0.115		0.511	980	F
10 North Ocenic Tiwy		Diana Coun	<u> </u>			31 /0	1 /0	1 /0	1 /0	1 /0	0 70	'	0.115		0.511	300	
~		From:		515 S Angel								_					
52 North Scenic Hwy		Bland Coun	ty 2.05	1400	F	97%	1%	1%	1%	1%	0%	С	0.117		0.632	1400	F
~		To: From:	10-666	Indian Vill	age Trail			-									
52 North Scenic Hwy		Bland Coun	ity 6.14	420	F	96%	1%	1%	1%	1%	0%	С	0.121		0.5	440	F
\searrow		To:		Clear Fork C		y											
\sim		From:		1 Wolf Cree													
(52) (61 <i>)</i>		Bland Coun	ty 0.06	420	N	96%	1%	1%	1%	1%	0%	N	0.121		0.5	440	Ν
$\stackrel{\diamond}{\smile}$		To:	I-77 \	West of Roc	ky Gap			<u> </u>									
52 61 Clear Fork Creek H	wy	Bland Coun	ity 0.40	2100	F	94%	2%	2%	2%	1%	0%	С	0.134		0.563	2200	F
		To	CD 6	1 Wolf Cree	de Harre												
52 North Scenic Hwy		From: L Bland Coun		940	F F	95%	1%	3%	1%	1%	0%	С	0.124		0.6	990	F
North Scenic Hwy		To:	ity 2.07	I-77		95 /6	1 /0	3/0	1 /0	1 /0	0 /6	C	0.124		0.0	990	'
		From:	US 52	North Scei	nic Hwv												
52 (598) Ramp		Bland Coun		510	G								0.123			510	G
32) (330)		To:	,	I-77 North													
		From:		SR 598													
52) (77) (5 ₂)		Bland Coun	ty 0.79			S	ee I-77	for dire	ctional t	raffic vo	lume es	timate	es for this	s segn	nent.		
	Combined Traffic Es	timates for 2 Parallel I	Roadways on this Route:	29000	F	77%	1%	1%	1%	19%	1%	F	0.074	F	0.511	25000	F
		To	West	Virginia Sta	ate I ine												
52 (77) (5 <u>2</u>)		West Virginia (Ma		, ngma sta	ate Line	S	ee I-77	for dire	ctional to	raffic vo	lume es	timate	es for this	s sean	nent.		
	Combined Traffic Es	• ,	Roadways on this Route:	20000	F	77%	1%	1%	1%	19%	1%		0.074		0.511	25000	F
	Combined Traffic Es	יוויומופט וטו ב ו מומוופו ו	End of				1 /0	1 /0	1 /0	10/0	1 /0	'	0.074	'	0.511	23000	1

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

-		Fillialy a	ווט ווונטוטנט	ate not	uico											
Route	Jurisdictio	n Lenath	AADT	ΟΛ	4Tire	Rue		Tru	ck		QC	K	QK	Dir	AAWDT	ΟW
Tioute	burisaictio	DII Longin	AADI	<u> </u>	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		JS 52; SR 12													
(52) Ramp to I-81 N at Exit 80	Wythe Cou	inty 0.15	4100	G								0.076			4100	G
<del></del>	To:		I-81 N													
~~	From:		JS 52; SR 12													
52 Ramp to I-81 S at Exit 80	Wythe Cou	nty 0.16	4900	G								0.092			4900	G
<u> </u>	То		I-81 S													
	From:		US 21; US 5	8												
Famp to I-81 N at Exit 70	Town of Wytheville	(Maint: 98) 0.15	4200	G								0.092			4200	G
<u> </u>	To:		I-81 N													
	From:	:	US 21; US 5	i8												
Famp to I-81 S at Exit 70	Town of Wytheville	(Maint: 98) 0.16	1900	G								0.089			1900	G
$\bigcirc$	To:		I-81 S													
	From:	US 52	South Scen	ic Hwy												
52 Ramp	Bland Cour	nty 0.24	1600	G								0.1			1600	G
	To:		I-77 South													
	From:	US 52	South Scen	ic Hwv												
52 Ramp	Bland Cour		920	G								0.115			920	G
	To:	:	I-77 North													
	From:	: US 52.0	lear Fork Cr	reek Hw	v											
52 Ramp	Bland Cour		640	G	96%	1%	1%	1%	1%	0%	F	0.132			660	G
(32)	To:		I-77 South													
	From:	IIS 52 C	lear Fork Cr	reek Hw	v											
(52) Ramp	Bland Cour		450	G	,							0.113			450	G
(32)	To:	,	I-77 North									00				<b>O</b> .
	From:		I-77 South				1									
(52) (77) Ramp	Bland Cour	nty 0.17	1-// South		S	ae I-77 t	for direc	ctional tr	affic vol	lume es	timate	es for this	sean	nent		
52 77 Ramp	To:		E River Mou	untain R		50 1 77	101 01100	otional ti	u vo.		timati	)	, oog.			
	From:		SR 598													
(52) $(77)$ $(52)$	Bland Cour	nty 0.79			Se	ee I-77 t	for direc	ctional tra	affic vol	lume es	timate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	F	77%	1%	1%	1%	19%	1%	F	0.074	F	0.511	25000	F
	To:	West	Virginia Stat	te Line												
(5 ₂ ) (77) (52)	West Virginia (M		virginia ota	te Ellie	Se	ee I-77 t	for direc	ctional tra	affic vol	lume es	timate	es for this	sean	nent.		
(F) (11) (32)	Combined Traffic Estimates for 2 Parallel		29000	F	77%	1%	1%	1%	19%	1%	F	0.074	F	0.511	25000	F
	To:		Funnel, West			1 70	Ť	1 /0	10 /0	1 70	•	0.074	•	0.011	20000	•
	From:		20 Scottsvill				_									
(53) Thomas Jefferson Pkwy	Albemarle Co		8900	F	99%	0%	0%	0%	0%	0%	F	0.117		0.864	9300	F
53 Monas seneratin kwy	Albertalie	1.75			00 /0	0 /0		0 /0	0 /0	0 /0	•	0.117		0.004	5500	'
	To:		Monticello													
(53) Thomas Jefferson Pkwy	Albemarle Co	ounty 1.42	7900	F	99%	0%	0%	0%	0%	0%	F	0.122		0.904	8200	F
<u> </u>	Te:	02-795	James Monr	oe Pkwy	,											
	11011															_
(53) Thomas Jefferson Pkwy	Albemarle Co	ounty 2.56	4900	F	99%	0%	0%	0%	0%	0%	С	0.134		0.908	5100	F

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

		Filliary and interstate no				Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	02-729 Milton Rd			ZANIC	JTANE	THAII	ZIIali		i actor	i actor		
53 Thomas Jefferson Pkwy	Albemarle County	3.78 <b>7700</b> F	99%	0%	0%	0%	0%	0%	F	0.115	0.900	8000	F
53) Moniae concreen 1 km	To:	Fluvanna County Line	0070	0 70		0 70	0 / 0	070	•	0.110	0.000	0000	•
	From:	Albemarle County Line											
53 Thomas Jefferson Parkway	Fluvanna County	5.49 <b>7100 G</b>	99%	0%	0%	0%	0%	0%	F	0.115	0.682	7300	G
	To	32-660 Ruritan Lake Rd											
53 Thomas Jefferson Parkway	Fluvanna County	3.32 <b>5200 G</b>	99%	0%	0%	0%	0%	0%	F	0.110	0.603	5300	G
Thomas Jefferson Parkway	To:	US 15	00 70	0 70		0 70	0 /0	0 70	•	0.110	0.000	0000	G
	rl				L								
West Detriels Henry Dd	Llonguer County	US 33 Stanleys Corner	000/	00/	10/	00/	10/	00/	F	0.000	0.611	2000	_
West Patrick Henry Rd	Hanover County	3.71 <b>3700 G</b>	98%	0%	1%	0%	1%	0%	г	0.099	0.611	3800	G
<u>~</u>	To: From:	42-671 Scotchtown Road											
54) West Patrick Henry Rd	Hanover County	5.01 <b>4500 G</b>	98%	0%	1%	0%	1%	0%	С	0.096	0.703	4700	G
$\smile$	Too	42-687 Yankeetown Road											
54) West Patrick Henry Rd	Hanover County	1.71 <b>7100 G</b>	98%	0%	1%	0%	1%	0%	F	0.093	0.66	7300	G
34) 11 301 1 4.11 31 11 11 11	- Taneter County		0070	0 70	.,,,	0,0	. , 0	0 / 0	•	0.000	0.00		•
	From:	NCL Ashland				221			_				_
54) Thompson St	Town of Ashland	0.96 <b>9500 G</b>	97%	2%	1%	0%	1%	0%	С	0.103	0.638	10000	G
<u> </u>	To: From:	Dewey St											
Thompson St	Town of Ashland	Dewy Street 0.50 <b>11000 G</b>	97%	2%	1%	0%	1%	0%	F	0.089	0.662	11000	G
Thompson St	TOWIT OF ASTIIAND	0.50 11000 G	9770	270	1 70	0%	1 70	0%	Г	0.069	0.002	11000	G
	To: From:	Hanover Ave											
₅₄ ) England St	Town of Ashland	0.56 <b>17000 G</b>	97%	2%	1%	0%	1%	0%	F	0.083	0.561	18000	G
$\smile$	To:	US 1 Washington Hwy			<u> </u>								
54) England St	Town of Ashland	0.59 <b>26000 G</b>	90%	1%	1%	1%	7%	0%	С	0.085	0.516	27000	G
34) = rigitaria 31	-			.,.					_				-
	From:	I-95	000/	40/	10/	40/	70/	00/	_	0.004	0.500	5000	_
54) East Patrick Henry Rd	Town of Ashland	0.81 <b>5500 G</b>	90%	1%	1%	1%	7%	0%	F	0.094	0.598	5900	G
<u> </u>	To: From:	ECL Ashland											
54 East Patrick Henry Rd	Hanover County	4.82 <b>3900 G</b>	96%	1%	1%	1%	2%	0%	С	0.097	0.618	4100	G
$\smile$	То:	US 301 Hanover Court Hou	se										
	From:	SR 54-W013A JB-42 FRO	)										
54) Ramp	Hanover County	0.11 <b>9500 G</b>								0.096		9500	G
94)	To:	I-95-S FR RT 54											-
	From:		42 EDO										
54) Ramp	Hanover County	SR 54-W013B SR 54-E013B JB- 0.24 <b>4400 G</b>	42 FRO							0.097		4400	_
54) Ramp	Harlover County									0.097		4400	G
		I-95-N FR RT 54			<u> </u>								
East	From:	SR 54 TO RT 95											_
54) Ramp	Hanover County	0.05 <b>8700 G</b>								0.092		8700	G
$\smile$	To:	SR 54-W013A JB-42 FRC	)										
East	From:	SR 54 TO RT 95											
54 Ramp	Hanover County	0.03 <b>3400 G</b>								0.093		3400	G
	To	SR 54-W013B SR 54- 13B JB-4	2 FRO										

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	ΩK	Dir actor	AAWDT	QV
Vest	From:	SR 54 TO AND FROM									0.440			070	
54) Ramp	Hanover County	0.03 <b>870</b>	G	70.0							0.118			870	G
	10.	SR 54- 13A SR 54-E013A J		RO											_
Vest	From:	SR 54 TO RT 95									0.400			040	_
54) Ramp	Hanover County		G	TD CO							0.126			310	G
	100	SR 54- 13B SR 54-E013B J		KU											
Wandana dila Bila	From:	West Virginia State I		0.40/	40/	40/	40/	40/	00/	_	0.454		705	0000	
55) (48) Wardensville Pike	Frederick County	4.83 <b>2600</b>	Α	94%	1%	1%	1%	4%	0%	С	0.151	U	.795	2300	ŀ
<u> </u>	To: From:	34-600 Pifer Rd													
55) (48) Wardensville Pike	Frederick County	0.70 <b>3900</b>	G	94%	1%	1%	1%	4%	0%	F	0.088	0	.611	3400	(
<del></del>	To:	Shenandoah County													
John Marchall Hwy	Shonandaah County	Frederick County L 4.90 <b>5100</b>		94%	1%	1%	1%	4%	0%	F	0.093	0	.684	4500	(
55) (48) John Marshall Hwy	Shenandoah County	4.90 <b>5100</b>	G	9470	1 70	1 70	1 70	470	0%	Г	0.093	U	.004	4500	
	To: From:	85-628 Lebanon Chu													_
55) (48) John Marshall Hwy	Shenandoah County	3.80 <b>6600</b>	G	94%	1%	1%	1%	4%	0%	F	0.088	0	.666	5800	(
$\smile \smile$	To: From:	I-81				$\neg$ $\vdash$									
55) John Marshall Hwy	Shenandoah County	1.02 <b>4600</b>	G	97%	1%	1%	1%	1%	0%	F	0.096	0	.506	4800	(
	то	WCL Strasburg													
55 John Marshall Hwy	From: Town of Strasburg (Maint: 85)		G	97%	1%	1%	1%	1%	0%	С	0.091	0	.506	3800	(
John Marshall Hwy	To:	US 11 W, Massanutte		01 /0	1 /0		1 70	1 /0	0 /0	J	0.001	O	.000	0000	•
	From:	US 11 Massanutten													
55) 11 N Massanutten St	Town of Strasburg (Maint: 85)	0.23 <b>13000</b>	G	98%	0%	0%	0%	1%	0%	F	0.087	0	.594	14000	(
	To:	US 11 Massanutten													
	From:	US 11 E, Massanutte								_					
55) King St	Town of Strasburg (Maint: 85)	0.60 <b>7100</b>	G	96%	1%	1%	1%	2%	0%	С	0.095	0	.545	7400	(
<u> </u>	To: From:	Eberly St													
55) Front Royal Rd	Town of Strasburg (Maint: 85)	0.58 <b>4000</b>	G	96%	1%	1%	1%	2%	0%	F	0.098	0	.556	4200	(
	To	ECL Strasburg													
55) Front Royal Rd	Shenandoah County		G	98%	0%	1%	1%	1%	0%	С	0.101	0	.534	3900	(
33)	To:	Warren County Lir								_					
	From:	Shenandoah County l													
₅₅ ) Strasburg Rd	Warren County	4.91 <b>3700</b>	N	98%	0%	1%	1%	1%	0%	Ν	0.101	0	.534	3900	1
$\mathcal{I}$	Τα	93-626 Andrews R	Rd			—1_									
55) Strasburg Rd	Warren County			98%	0%	1%	1%	1%	0%	F	0.098	0	.679	6800	(
	Tol											·			
55 Strasburg Rd	Town of Front Royal	WCL Front Roya 0.90 <b>9600</b>		98%	0%	1%	1%	0%	0%	С	0.093	0	.629	10000	(
55) Strasburg Rd	Town of Florit Hoyal	US 340, US 522 Shenand			U 70	1 70	1 70	U-70	U-76	U	0.083	U	.023	10000	(
	From:	US 522 Shenand US 522	ioan AV	·		<del>-  </del> -									_
55) (522) (340) Shenandoah Ave	Warren County		G	96%	1%	1%	1%	1%	0%	С	0.091	0	.523	31000	(
	Tol														
55) (522)(340) Shenandoah Ave	Town of Front Royal	CL Front Royal 0.34 <b>31000</b>	6	Ω79/	0%	10/	1%	10/	Λ9/	F	0.091	0	522	34000	
55 ) { 522 } { 340 } Shenandoah Ave	rown or Front Royal	0.34 <b>31000</b>	G	97%	U%	1%	170	1%	0%	Г	0.091	U	.523	34000	C

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

		i iiiiai y a	inu miersia	10 1100				Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
	From	r S	henandoah Av	/e			ZAXIC	0+AXIC	TITAL	ZITAII		1 actor		1 actor		
(55) (522) (340) 14th St	Town of Front		26000	G	97%	0%	1%	1%	1%	0%	F	0.082		0.526	27000	G
(33) (322) (340) 61	То		Jorth Royal Av		0.70	0,0		. , 0	. , 0	0,0	•	0.002		0.020		<b>.</b>
	From	n:	14TH ST													
(55) (522) (340) North Royal	Ave Town of Front	Royal 0.35	26000	G	97%	0%	1%	1%	1%	0%	С	0.083		0.528	28000	G
30 (322)(040)	To		YO 500 YYO 04	0												
North Boyol Ave	From	I	JS 522; US 34		98%	10/	10/	00/	00/	00/	F	0.000		0.507	15000	G
55 340 North Royal Ave	Town of Front	t Royal 0.25	14000	G	90%	1%	1%	0%	0%	0%	Г	0.080		0.527	15000	G
		x 1:	6th St													
(55) (340) North Royal Ave	Town of Front	Royal 0.57	18000	G	98%	1%	1%	0%	0%	0%	С	0.079		0.524	19000	G
	To	,	E Main St													
55) (340) South Royal Ave	Town of Front	Roval 0.40	15000	G	98%	1%	1%	0%	0%	0%	С	0.085		0.522	16000	G
South Royal Ave	Town of Front		S 340; South		30 /6	1 /0	1/0	0 /6	0 /6	0 /6	O	0.005		0.522	10000	ч
	From	•	340, S Royal													
55 South St	Town of Front		18000	G	97%	0%	1%	1%	1%	0%	С	0.089		0.588	19000	G
93) 33411 31	101111 01 1 10111				0,70	0 70		1 /0	1 70	0 70	Ū	0.000		0.000	10000	G
	To From	I.	2, S Commerc													
( ₅₅ ) John Marshall Hwy	Town of Front	Royal 1.72	13000	G	98%	1%	1%	0%	1%	0%	С	0.092		0.634	14000	G
	то	E	CL Front Roy	al			<u> </u>									
55 John Marshall Hwy	Warren Cou	I.	11000	G	97%	1%	1%	0%	1%	0%	С	0.095		0.724	11000	G
939	-				0.70	. , ,	. , ,	0,70	. , 0	0,0	Ū	0.000		0		•
	From	·	Apple Mount													
(55) John Marshall Hwy	Warren Cou		4200	G	98%	1%	0%	1%	0%	0%	С	0.107		0.543	4400	G
<u> </u>	To		quier County l													
Labo Mayaball Lhor	Faverier Ca		arren County L		070/	10/	10/	00/	10/	00/	_	0.400		0.000	710	_
55 John Marshall Hwy	Fauquier Co		700	G	97%	1%	1%	0%	1%	0%	F	0.133		0.802	710	G
	From		17 Winchester South of Dela													
55) 17 Winchester Rd	Fauquier Co		8700	G	94%	1%	1%	1%	4%	0%	F	0.080		0.596	8700	G
55 (17) Winchester Rd	•	•			34 /6	1 /0	1 /0	1 /0	4 /0	0 /6	'		_			u
	Combined Traffic Estimates for 2 Parallel	i Roadways on this Route:		G								0.084	F	0.59	NA	
	From	2110 17 D 110	I-66 S 17-S225B T	O I 66	EAS											
(55) (17) Ramp	Fauquier Co		J 17-3225B I	O I- 00		1 IS 17	7 for dire	ectional t	raffic v	olume e	stima	tes for th	ام دور	ament		
55 17 Hamp	To To		OM RT US 1	7 SOUT		, 50 17		ootional t	a v	0.01110	Juina		.5 50(	9		
	From	1-00-E TK	US 17	, 5001												
(55) (66) (17)	Fauquier Co	ounty 3.36			Se	e I-66	for dire	ctional tra	affic vo	lume es	timate	es for this	sea	ment.		
00 (17)	Combined Traffic Estimates for 2 Parallel	•	47000	Α	92%	1%	1%	1%	6%	0%	F	0.102	·		45000	Α
	To		JS 17 Free Sta		3L /0	1 /0	<del></del>	1 /0	0 /0	0 /0	•	0.102	,,	3.0-1-F	40000	,,
	From	I-66-E TO R			UTH											
(55) (66) Ramp	Fauquier Co					e I-66	for direc	ctional tra	affic vo	lume es	timate	es for this	sea	ment.		
	To		17 North of N	Marshall				•					- 3	•		
Bus	From	,	S 17 West of I													
55) 17 Free State Rd	Fauquier Co	ounty 0.27	5200	N	95%	0%	1%	1%	2%	0%	Ν	0.091		0.618	5300	Ν
	To		105 C													
Bus	From		185 Grove La	ane												
(55) (17) John Marshal Hwy	Fauquier Co	ounty 0.71	5200	G	95%	0%	1%	1%	2%	0%	F	0.091		0.618	5300	G
	To	Bus	s US 17 Marsl	hall												
								_						_		

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

В	, , , , , ,					Trι	ıck			K	Dir		٥
Route	Jurisdiction	Length <b>AADT</b>	QA 41 ire	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	K Factor	AAWDT	Q۷
	From:	Bus US 17 Marsh											
55) Main St East	Fauquier County	2.04 <b>4600</b>	<b>G</b> 95%	0%	1%	1%	2%	0%	С	0.088	0.628	4700	G
	To: From:	30-709 Belvoir Rd; Z											
₅₅ ) John Marshall Hwy	Fauquier County	2.15 <b>2000</b>	<b>G</b> 95%	0%	1%	1%	2%	0%	F	0.092	0.657	2100	G
<u></u>	To: From:	WCL The Plain	ns										
55) Main St	Town of The Plains (Maint: 30)	0.32 <b>2000</b>	<b>N</b> 95%	0%	1%	1%	2%	0%	Ν	0.092	0.657	2100	Ν
$\smile$	T _O . From:	SR 245 Fauquier	Ave		$\neg$ $\vdash$								
55) Main St	Town of The Plains (Maint: 30)	0.22 <b>1600</b>	<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.105	0.546	1600	G
<u> </u>	To	ECL The Plain	s										
55) John Marshall Hwy	Fauquier County	4.47 <b>1600</b>	N 97%	1%	1%	1%	1%	0%	Ν	0.105	0.546	1600	Ν
$\mathcal{L}$	To:	Prince William Coun											
55 John Marshall Hwy	Prince William County	Fauquier County I 3.70 <b>6500</b>	Line <b>G</b> 97%	1%	1%	1%	1%	0%	F	0.12	0.558	6700	
55 John Marshall Hwy	Finice William County			1 /0	1 /0	1 /0	1 /0	0 /6	'	0.12	0.556	0700	
Labor Manaka II I kan	From:	US 15 James Madiso		00/		00/	00/	00/	N.	0.000	0.550	40000	
55) John Marshall Hwy	Prince William County	0.01 <b>13000</b>	N 99%	0%	0%	0%	0%	0%	Ν	0.089	0.558	13000	١
	To: From:	WCL Haymark											
55) Washington St	Town of Haymarket (Maint: 76)	0.43 <b>13000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.079	0.543	13000	(
<u> </u>	To: From:	76-625 Old Carolin											
₅₅ ) Washington St	Town of Haymarket (Maint: 76)	0.41 <b>9300</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.079	0.543	9500	(
<u> </u>	To:	ECL Haymarke	et		$\neg$ $\vdash$								
55) John Marshall Hwy	Prince William County	1.48 9300	N 99%	0%	0%	0%	0%	0%	Ν	0.079	0.543	9500	1
<u> </u>	Τα	US 29 Lee Highv	vay										
	From:	SR 55 John Marshal	ll Hwy										
55) Ramp to I-81 S at Exit 296	Shenandoah County	0.20 <b>980</b>	G		<u> </u>					0.101		980	(
<i></i>	To:	I-81 S											
	From:	SR 55 John Marshal	l Hwy										
₅₅ ) Ramp to I-81 N at Exit 296	Shenandoah County	0.24 <b>2500</b>	G							0.110		2500	(
<u></u>	To:	I-81 N											
	From:	SR 55 Free State											
₅₅ ) Ramp	Fauquier County	0.17 <b>1600</b>	G							0.125		1600	(
<u> </u>	To:	I-66 East											
Bus	From:	SR 55 I-66-W027A FROM											
(55) $(17)$ $(55)$ Ramp	Fauquier County	0.17 <b>660</b>	G							0.138		660	(
<del>3                                    </del>	To:	I-66 West											
Bus	From:	I-66-W FROM RT 55 EAS											
55) (55) (17) Ramp	Fauquier County	0.17 <b>660</b>	G							0.138		660	(
	Tα	SR 55 I-66-W027A FROM	& TO RT 66										
	From:	US 11 Steeles Tay											
56) Tye River Turnpike	Augusta County	0.17 <b>1300</b>	<b>G</b> 97%	1%	2%	1%	1%	0%	F	0.109	0.570	1300	C
$\sim$	To:	Rockbridge County	Line										

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

					Trι	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Ti	re Bus	3	3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Augusta County Line		1								
56) Tye River Turnpike	Rockbridge County	1.52 <b>1200 G</b> 979	% 1%	2%	1%	1%	0%	С	0.104	0.704	1200	G
	To	81-608 Vesuvius										
56) Tye River Turnpike	Rockbridge County	3.74 <b>410 G</b> 97	% 0%	1%	1%	0%	0%	С	0.107	0.604	430	G
56 Tye River Turnpike	To:	Nelson County Line	70 070		1 /0	0 70	0 70	Ü	0.107	0.004	400	
	From:	Rockbridge County Line										
56) Crabtree Falls Hwy	Nelson County	8.65 <b>290 G</b> 979	% 0%	2%	0%	1%	0%	С	0.111	0.595	300	C
	To	62-687 Nash										
56) Crabtree Falls Hwy	Nelson County	7.65 <b>730 G</b> 979	% 0%	1%	0%	2%	0%	F	0.134	0.556	750	
36) 3.43.1.33					0,70	_,,	0,0	•	0	0.000		
Oughture Falls Have	From:	62-680 Massies Mill	. 00/	10/	00/	00/	00/	_	0.445	0.575	4000	,
Crabtree Falls Hwy	Nelson County	1.96 <b>1200 G</b> 979	% 0%	1%	0%	2%	0%	С	0.115	0.575	1200	(
	To: From:	SR 151 South of Roseland										
56) (151) Patrick Henry Hwy	Nelson County	2.56 <b>2000 G</b> 929	% 1%	2%	3%	2%	0%	С	0.099	0.556	1900	(
$\cup$	To:	SR 151 North of Piney River		<u> </u>								
56) Ty Branch Hwy	Nelson County	0.20 <b>410 G</b> 949	% 2%	1%	1%	2%	0%	F	0.124	0.705	420	(
30)	T-1											
	From:	SR 151 Y North of Piney River 4.83 <b>1300 G</b> 94 ^c	% 2%	10/	10/	2%	0%	С	0.114	0.561	1400	(
56)	Nelson County	4.83 <b>1300 G</b> 949	/o 2%	1%	1%	2%	0%	C	0.114	0.361	1400	(
	To: From:	US 29 Near Colleen										
56) (29) Thomas Nelson Hwy	Nelson County	4.28 <b>16000 G</b> 899	% 1%	1%	1%	8%	1%	F	0.077	0.613	16000	(
<u> </u>	To: From:	US 29 South of Lovingston		<u> </u>								
Bus 56 29 Front Rd	Nelson County	0.30 <b>3200 G</b> 979	% 0%	1%	0%	1%	0%	С	0.093	0.611	3300	(
56) 29 Front Rd	Neison County	0.30 <b>3200 G</b> 97	/o U /o	1 /0	0 /0	1 /0	0 /6	C	0.033	0.011	3300	
	To: From:	BUS US 29 Lovingston										
56) James River Rd	Nelson County	3.79 <b>2300 G</b> 989	% 0%	1%	0%	1%	0%	С	0.094	0.601	2300	(
$\smile$	To: From:	62-639 Craigtown Rd		<u> </u>								
56) James River Rd	Nelson County	8.03 <b>940 G</b> 989	% 0%	1%	0%	1%	0%	F	0.096	0.661	960	(
	To:	62-626 James River Rd										
	From:	62-626 Union Dr and Cabell Rd										
₅₆ ) James River Rd	Nelson County	2.72 <b>320 G</b> 949	% 0%	3%	0%	2%	0%	С	0.125	0.525	330	(
<u> </u>	To:	Buckingham County Line										
James Biver Hung	Puckingham County	Nelson County Line 2.65 <b>310 F</b> 88°	% 1%	1%	1%	8%	0%	С	0.108	0.606	320	
56 James River Hwy	Buckingham County	2.05 310 F 661	/o 170	170	170	0%	0%	C	0.108	0.006	320	
	To: From:	14-604 Meadow Creek Rd										
₅₆ ) James River Hwy	Buckingham County	7.82 <b>1800 F</b> 939	% 1%	1%	1%	3%	0%	С	0.098	0.535	1800	I
<u> </u>	То:	US 60 Dentons Corner										
	From	SR 8 Woolwine Hwy										
57) Fairystone Park Hwy	Patrick County	7.88 <b>2200 G</b> 959	% 0%	1%	1%	2%	0%	С	0.092	0.539	2300	C
$\smile$	Tα	SR 346 Fairy Stone State Park										
	From	SR 346 Fairystone Lake Dr										_
57) Fairystone Park Hwy	Patrick County	2.98 <b>2600 G</b> 959	% 0%	1%	1%	2%	0%	F	0.097	0.529	2800	C
<u> </u>	Tα	Henry County Line										

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

Devite	Level and and a se	Laurente AASS		4T:	D		Tru	ck		00	K	OK Dir	A A14/DT	- ^
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q'
	From:	Patrick County								_				
Fairystone Park Hwy	Henry County	3.77 <b>5700</b>	F	98%	1%	0%	0%	1%	0%	F	0.092	0.566	6000	I
	To: From:	44-904 Krontz												
57) Fairystone Park Hwy	Henry County	2.09 <b>7200</b>	F	98%	1%	0%	0%	1%	0%	С	0.09	0.669	7600	
	To: From:	Alt SR 57 Rivers												
₅₇ ) Fairystone Park Hwy	Henry County	2.83 <b>6500</b>	F	98%	1%	1%	0%	1%	0%	С	0.093	0.589	7100	
<u>~</u>	To: From:	44-903 Henry St; Ri	verside Dr											
₅₇ ) Fairystone Park Hwy	Henry County	1.01 <b>12000</b>	F	98%	1%	1%	0%	1%	0%	F	0.09	0.541	13000	
<i></i>	To: From:	US 220 Virginia US 220 Bassett												
(220) William F Stone Hwy	Henry County	0.77 <b>16000</b>	FORKS	84%	1%	1%	1%	12%	1%	F	0.086	0.513	15000	
(220)	To:	US 220 South of Bas			.,,		. , 0	,	. , •	•	0.000	0.0.0	.0000	
	From:	US 220 William F S												
Appalachian Dr	Henry County	1.68 <b>1900</b>	F	99%	0%	0%	1%	0%	0%	F	0.102	0.675	2000	
	To: From:	44-609 Daniels Cr	reek Rd											
Appalachian Dr	Henry County	2.00 <b>6500</b>	F	99%	0%	0%	1%	0%	0%	С	0.093	0.581	7100	
<u></u>	To: From:	44-667 Koehle	r Rd											
Fayette St	City of Martinsville	1.34 <b>3000</b>	F	99%	0%	0%	0%	0%	0%	F	0.105	0.538	3300	
	To From	Pine Hall R	d											
Fayette St	City of Martinsville	0.34 <b>3800</b>	F	99%	0%	0%	0%	0%	0%	С	0.1	0.569	4100	
<u> </u>	To	US 220 Memoria	ıl Blvd			$\neg$ $\vdash$								
Bus 57) (220 Memorial Blvd	City of Martinsville	0.85 <b>11000</b>	F	97%	1%	1%	0%	2%	0%	С	0.088	0.529	11000	
220 Wellional Blvd	Oity of Wartinsvine		•	31 /0	1 /0	1 70	0 /0	2 /0	0 70	O	0.000	0.525	11000	
Bus	From:	Broad St												
(220) Memorial Blvd	City of Martinsville	0.25 <b>14000</b>	F	97%	1%	1%	0%	2%	0%	F	0.088	0.54	16000	
Bus	To: From:	US 58; BUS US	S 220											
57) (58) Starling Ave	City of Martinsville	0.85 <b>8800</b>	F	98%	0%	1%	0%	0%	0%	С	0.088	0.539	9600	
(30) Starming / 170	то						0,70	0,0	0,0		0.000	0.000	0000	
Bus	From:	Mulberry R												
(58) Starling Ave	City of Martinsville	0.15 <b>7600</b>	F	98%	0%	1%	0%	0%	0%	F	0.093	0.57	8200	
Bus	rom:	Church St Starling Av	e			-								
57) (58) Church St	City of Martinsville	0.10 <b>10000</b>	F	97%	1%	1%	0%	1%	0%	С	0.089	0.592	11000	
	To	Church St E	vt											
Bus	From:									_				
(58) Church St	City of Martinsville	0.28 <b>9500</b>	F	97%	1%	1%	0%	1%	0%	F	0.085	0.557	10000	
Bus	To: From:	Fairy St												
57) 58 E Church Rd	City of Martinsville	0.26 <b>9000</b>	F	97%	1%	1%	0%	1%	0%	F	0.085	0.661	9800	
	To	Brookdale S	St .			<u> </u>								
Bus	From:			000/	00/		00/	10/	00/	_	0.000	0.000	10000	
57) (58) E Church Rd	City of Martinsville	0.13 <b>12000</b>	F	98%	0%	0%	0%	1%	0%	F	0.083	0.603	13000	

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

		Filliary and inters					Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
Bus	From:	Hooker	St											
57) (58) E Church Rd	City of Martinsville	0.77 <b>15000</b>	) F	98%	0%	0%	0%	1%	0%	С	0.086	0.616	16000	F
	To: From:	ECL Martin	sville											
Bus (57) (58) A L Philpott Hwy	Henry County	0.54 13000		98%	0%	0%	0%	1%	0%	С	0.1	0.611	14000	Α
57 (58) A L Philpott Hwy	Tree Tree	US 58	, A	30 /6	0 /6		0 /6	1 /0	0 /6	O	0.1	0.011	14000	^
	From:	US 58 A L Phill	pott Hwy											
57 Chatham Rd	Henry County	9.82 <b>3100</b>	F	94%	1%	1%	0%	3%	0%	С	0.094	0.616	3200	F
	Tot	44-647 Mountain	Valley Ro	1		$ \vdash$								
(57) Chatham Rd	Henry County	2.98 1900	F	94%	1%	1%	0%	3%	0%	F	0.090	0.578	2000	F
	To:	Pittsylvania Cor	inty Line											
	From:	Henry Count												
(57) Callands Rd	Pittsylvania County	4.95 <b>1400</b>	F	85%	1%	1%	5%	9%	0%	F	0.089	0.536	1400	F
<u> </u>	To: From:	SR 41 Frankli	n Tpke											
(57) Callands Rd	Pittsylvania County	3.24 <b>2000</b>	F	85%	1%	1%	5%	9%	0%	С	0.091	0.538	2100	F
$\overline{}$	Tot	71-750 Green Pond Rd	: Strawber	rrv Rd										
(57) Callands Rd	Pittsylvania County	3.97 <b>1500</b>	F	85%	1%	1%	5%	9%	0%	F	0.087	0.595	1500	F
	Toc	71 700 Cli	D.1											
(57) Callands Rd	Pittsylvania County	71-799 Clim 3.94 <b>2200</b>	F	85%	1%	1%	5%	9%	0%	F	0.092	0.629	2300	F
57) Gallarids rid	i ittsylvania county			00 70	1 /0	1 70	370	3 70	0 70	•	0.002	0.023	2000	•
	From:	71-1428 E, Mose		050/	40/		<b>5</b> 0/	00/	00/			0.500	2000	
57 Callands Rd	Pittsylvania County	0.10 <b>3100</b>	F	85%	1%	1%	5%	9%	0%	F	0.086	0.568	3200	F
	To- From:	WCL Chat	ham											
(57) Depot St	Town of Chatham (Maint: 71)	0.52 <b>3100</b>	N	85%	1%	1%	5%	9%	0%	Ν	0.086	0.568	3200	Ν
	To:	Bus US 29 N, S												
Bus (57) (29) S Main St	Town of Chatham (Maint: 71)	0.19 <b>5700</b>	79 <b>N</b>	97%	0%	1%	0%	1%	0%	N	0.097	0.632	5900	N
57) (29) S Main St	Town of Chatham (Maint. 71)	8US US		31 /0	0 /6	1 /0	0 /6	1 /0	0 /6	IN	0.097	0.032	3900	IN
	From:	Bus US 29 S, S												
57) Halifax Rd	Town of Chatham (Maint: 71)	0.18 <b>1300</b>	F	97%	1%	1%	0%	2%	0%	С	0.096	0.535	1400	F
$\bigcirc$		ECL Chatl	nam											
(57) Halifax Rd	Pittsylvania County	0.63 1300	F	97%	1%	1%	0%	2%	0%	С	0.096	0.535	1400	F
(i) ii ii i	Tod													
(57) Halifax Rd	Pittsylvania County	3.56 <b>1600</b>	F	90%	1%	1%	1%	7%	0%	F	0.097	0.623	1700	F
(57) Halifax Rd	- misyrvania County			30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.037	0.023	1700	•
	From:	71-649 W, Sh												
(57) Halifax Rd	Pittsylvania County	2.41 <b>1200</b>	F	90%	1%	1%	1%	7%	0%	С	0.104	0.541	1300	F
	To: From:	71-895 Coleman M												
(57) Halifax Rd	Pittsylvania County	1.38 <b>1200</b>	F	90%	1%	1%	1%	7%	0%	F	0.098	0.57	1300	F
<u> </u>	To:	71-640 Java Rd; Spri	ng Garder	ı Rd		<u> </u>								
(57) Halifax Rd	Pittsylvania County	0.52 1500	F	90%	1%	1%	1%	7%	0%	F	0.104	0.568	1500	F
	To	71-699 Brownville	Heights R	Rd										

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

					_		Tru	ıck			Κ	Dir		_
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor QK	Factor	AAWDT	Q۱
	From:	71-699 Brownville												
(57) Halifax Rd	Pittsylvania County	2.19 <b>1100</b>	F	90%	1%	1%	1%	7%	0%	F	0.090	0.535	1200	F
<u>~</u>	To: From:	71-698 Stone Rd; He	enrys Mill Ro	d										
57) Halifax Rd	Pittsylvania County	2.01 880	F	90%	1%	1%	1%	7%	0%	F	0.099	0.594	910	F
$\smile$	To:	71-729 W, Picks	away Rd			$\neg$ $\vdash$								
57) Halifax Rd	Pittsylvania County	0.56 <b>890</b>		90%	1%	1%	1%	7%	0%	F	0.097	0.591	920	-
	To	71-697 Dabney I	Janea Pd											
57) Halifax Rd	Pittsylvania County	1.83 <b>860</b>		90%	1%	1%	1%	7%	0%	F	0.098	0.592	890	
37)	To:	Halifax Count		0070	. , 0		. , 0	. , 0	0 / 0		0.000	0.002	000	
_	From:	Pittsylvania Cou												
57) Chatham Rd	Halifax County	3.53 <b>700</b>	G	89%	1%	1%	1%	8%	0%	F	0.09	0.628	720	(
$\smile$	Tec	41-844 Tune	Trail			$\neg$ $\vdash$								
57) Chatham Rd	Halifax County	1.64 <b>1000</b>		89%	1%	1%	1%	8%	0%	С	0.099	0.615	1100	(
<u></u>	To	41-845 Ed Mas	on Long											
57) Chatham Rd	Halifax County	3.62 <b>1400</b>		89%	1%	1%	1%	8%	0%	F	0.112	0.522	1500	(
97) 3.14.114.11 1.14				0070	. , •		. , 0	0,0	0 / 0		···-	0.022	.000	
Chathara Dd	Too:	41-676 Asbury C		000/	10/	10/	10/	00/	00/		0.007	0.000	1000	
57 Chatham Rd	Halifax County	4.06 <b>1800</b> SR 360 Mount		89%	1%	1%	1%	8%	0%	F	0.097	0.682	1900	(
ALT 57 Riverside Dr	Hanni Counti	SR 57 Bas		070/	10/	00/	10/	10/	00/	0	0.000	0.500	E000	
77 Riverside Dr	Henry County	2.87 <b>5400</b> 44-903 Stanle		97%	1%	0%	1%	1%	0%	С	0.093	0.582	5800	
ALT	From:	44-903 TB Stanie	_											
57) N River Rd	Henry County	1.22 8200		97%	1%	0%	1%	1%	0%	F	0.108	0.639	8900	
3:)	To:	US 220												
	From:	Tennessee Sta	te Line											
58 Daniel Boone Trail	Lee County	1.76 <b>6100</b>		95%	1%	1%	1%	3%	0%	F	0.088	0.586	6200	
	To	52-912 W, Station	Crook Pd											
58 Daniel Boone Trail	Lee County	4.33 <b>5200</b>		95%	1%	1%	1%	3%	0%	F	0.086	0.627	5300	(
30)							. , .			-				
Daniel Boone Trail	From:	52-691 Old Qu 3.13 <b>3900</b>		95%	10/	10/	10/	20/	0%	С	0.105	0.500	4000	
58 Daniel Boone Trail	Lee County	3.13 <b>3900</b> 52-690 Caylor Rd; D			1%	1%	1%	3%	0%	C	0.105	0.522	4000	
	From:	52-690 Caylor Rd, 1		Ц										
58 Daniel Boone Trail	Lee County	3.09 <b>4300</b>		95%	1%	1%	1%	3%	0%	F	0.097	0.518	4300	
	To:	52-684 Norra	ay Rd											
~~ <u>-</u>	From:	52-684 Chadwell								_				
Daniel Boone Trail	Lee County	6.84 <b>3700</b>	G	95%	1%	1%	1%	3%	0%	F	0.086	0.517	3800	(
~	To: From:	52-667 Old Nu												
58 Daniel Boone Heritage Hwy	Lee County	8.94 <b>3500</b>	G	95%	1%	1%	1%	3%	0%	F	0.087	0.568	3500	(
~	To	52-758 Cony I	Hollow			<u> </u>								
58 Daniel Boone Heritage Hwy	Lee County	4.32 <b>5000</b>		95%	1%	1%	1%	3%	0%	F	0.094	0.633	5000	(
30)	To:	WCL Jones				<del>i</del>								

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

_							Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	K Factor	AAWDT	Q۱
~~ <u>`</u>	From:		L Jonesville											
58)	Town of Jonesville (Maint: 52)	0.95	5000 N	95%	1%	1%	1%	3%	0%	Ν	0.094	0.633	5000	Ν
~ ~	To: From:		LT US 58											
58) Wilderness Rd	Town of Jonesville (Maint: 52)	0.74	4400 G	94%	0%	1%	1%	4%	0%	F	0.090	0.571	4600	(
~	To: From:	EC	L Jonesville											
Daniel Boone Trail	Lee County	0.87	4400 N	94%	0%	1%	1%	4%	0%	Ν	0.090	0.571	4600	-
~	To: From:	52-641 E	East of Jonesvil	e										
Daniel Boone Trail	Lee County	7.54	2800 G	94%	0%	1%	1%	4%	0%	F	0.095	0.613	2900	
~	To: From:	U	S 421 Dot											
8 (421)	Lee County	6.00	4700 G	94%	0%	1%	1%	4%	0%	С	0.09	0.51	4900	
	To: From:		t County Line											
8 (421 Duff Pat Hwy	Scott County	4.55	County Line <b>4600</b> F	94%	0%	1%	1%	4%	0%	F	0.088	0.621	4900	
8) (421) Duff Pat Hwy	Scott County			34 /0	0 /6	1 /0	1 /0	4 /0	0 /6	'	0.000	0.021	4300	
7~~	To:		CL Duffield	0.40/	00/		40/	40/	00/	N.	0.000	0.004	4000	_
8) (421)	Town of Duffield (Maint: 84)	0.20	4600 N	94%	0%	1%	1%	4%	0%	N	0.088	0.621	4900	
¬ ~~	To: From:		US 23											_
8 \ (23 \ (421 \)	Scott County	4.67	13000 F	93%	0%	1%	1%	5%	0%	F	0.086	0.508	13000	
	To: From:		SR 65											_
8) (23) (421)	Scott County	3.56	13000 F	93%	0%	1%	1%	5%	0%	F	0.085	0.519	14000	
	To: From:		84-870											
8) (23) (421) Daniel Boone Heritage Hwy	Scott County	5.99	13000 F	93%	0%	1%	1%	5%	0%	F	0.086	0.541	14000	
	To- From:	Bus US 23	West of Gate 0	City		<u> </u>								
8) (23) (421)	Scott County		12000 N		0%	1%	1%	5%	0%	Ν	0.103	0.507	13000	
	To:	NC	L Gate City											
8) (23) (421)	Town of Gate City (Maint: 84)		12000 N	93%	0%	1%	1%	5%	0%	Ν	0.103	0.507	13000	
0) (20) (421)	To													
8) (23) (421)	Scott County		L Gate City 12000 N	93%	0%	1%	1%	5%	0%	N	0.103	0.507	13000	
6) (23) (421)	Tolking Tolking				070		1 /0	070	070	. •	0.100	0.007	10000	
	Town of Gate City (Maint: 84)		L Gate City 12000 A	93%	0%	1%	1%	5%	0%	С	0.103	0.507	13000	
8) (23) (421)	Town of date only (Maint: 64)				0 76	1 /0	1 /0	J /6	0 /6	O	0.103	0.507	13000	
700	Tours of Oaks Oils (Mariata OA)		3 East of Gate C		00/	10/	40/	F0/	00/	N.	0.004	0.500	07000	_
8) (23) (421)	Town of Gate City (Maint: 84)	0.61	26000 N	93%	0%	1%	1%	5%	0%	N	0.084	0.532	27000	
1 m m	To: From:		L Gate City											_
8) (23) (421)	Scott County	0.35	26000 F	93%	0%	1%	1%	5%	0%	F	0.084	0.532	27000	
~ ~	To: From:		Weber City											
8) (23) (421)	Town of Weber City (Maint: 84)	0.08	26000 F	93%	0%	1%	1%	5%	0%	F	0.084	0.532	27000	
<i></i>	To:		US 23											
68 (421) Hilton Rd	Town of Weber City (Maint: 84)	0.26	11000 F	98%	0%	1%	0%	1%	0%	F	0.091	0.508	12000	
~ · · · · · · · · · · · · · · · · · · ·	To:	SR 224	Wadlow Gap R	d										

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

		Primary an	d Interstate	Rou	ıtes											
Devite	loods all all an	1	4457 6		4	D		Tru	ck		00	K	01/	Dir	4 4 14 / D.T.	-0144
Route	Jurisdiction	Length	AADT G	λA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 224	Wadlow Gap	Rd												
58 (421)	Town of Weber City (Ma	int: 84) 0.06	2800	F	98%	0%	1%	0%	1%	0%	С	0.090		0.658	2900	F
	To	FC	L Weber City													
58 (421)	Scott County	4.80		F	98%	0%	1%	0%	1%	0%	С	0.090		0.658	2900	F
(36) (421)	-					0,70		0 / 0	. , 0	0,0	Ū	0.000		0.000		•
Printed History	From		A P Carter Hy	_	000/	00/		00/	40/	00/		0.400		0.540	700	
58 421 Bristol Hwy	Scott County	3.27	700 I	F	98%	0%	1%	0%	1%	0%	F	0.100		0.546	730	F
~ ~	To: From:	84-696 M	cMurray Hollo	w Rd	1											
58 421 Bristol Hwy	Scott County	9.35	370 l	F	95%	0%	2%	1%	2%	0%	С	0.124		0.558	390	F
$\bigcirc$	To:		ngton County Li													
~~~~	From:		tt County Line								_					_
(58) (421) Gate City Hwy	Washington Count	ty 2.65	980 (G	95%	0%	2%	1%	2%	0%	F	0.115		0.513	1000	G
* **	Toc From:	95-700	Rich Valley R	Rd												
58 (421) Gate City Hwy	Washington Count	ty 3.59	5100	G	95%	0%	2%	1%	2%	0%	F	0.092		0.618	5400	G
	To	V	VCL Bristol													
58 (421) Gate City Hwy	City of Bristol (Maint:			G	97%	0%	1%	1%	1%	0%	С	0.095		0.6	5500	G
58 421 Gate City Hwy	Tax		-81; US 421	<u> </u>	01 70	0 /0	-	1 /0	1 /0	0 70	Ü	0.000		0.0	0000	ď
	From:		S 58; US 421													
58 (81)	City of Bristol (Maint:	95) 2.44	,		Se	ee I-81	for direc	tional tr	affic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel Road		40000	Α	78%	1%	1%	1%	18%	1%	F	0.1	Α		40000	Α
	To	•														
	From:	95) 1.39	I-381		Sc	a I₋81	for direc	tional tr	affic vo	luma ac	timate	es for this	coai	mont		
58 81	Combined Traffic Estimates for 2 Parallel Roa	,	E2000 /	_			1%	1%	18%	1%	Е	0.083	F Segi	0.563	54000	G
	Combined Trainic Estimates for 2 Parallel Roa	dways on this Houte.	53000 (G	78%	1%	1 %	170	10%	170	Г	0.063	Г	0.563	54000	G
~~ ~~	To: From:		S 11, US 19													
{58} (81)	City of Bristol (Maint:	95) 2.13			Se	e I-81	for direc	tional tr	affic vo	lume es	timate	es for this	segi	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	53000	F	78%	1%	1%	1%	18%	1%	F	0.093	Α	0.531	55000	F
	To	Ol	d Airport Rd				\neg \vdash									
58 (81)	City of Bristol (Maint:				Se	ee I-81	for direc	tional tr	affic vo	lume es	timate	es for this	s seai	ment.		
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	49000	Α	78%		1%	1%	18%	1%	F	0.095	Α		51000	Α
	To:	•	NCL Bristol		7070	170	Ť	1 70	1070	1 70	•	0.000		0.000	0.000	,,
	From:		FR-310													
58 (81)	Washington Count	ty 0.99			Se	e I-81	for direc	tional tr	affic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	46000	Α	80%	1%	1%	1%	17%	1%	F	0.096	Α	0.551	47000	Α
	Τo:	•	95-611													
~ ~	From:		NCL Bristol													
(58) (81)	Washington Count				Se	ee I-81	for direc	tional tr	affic vo	lume es	timate	es for this	segi	ment.		
\smile	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	49000	Α	78%	1%	1%	1%	18%	1%	F	0.095	Α	0.539	51000	Α
	To:		FR-310													
~ ~	From:		95-611													
[58] [81]	Washington Count	•										es for this	·			
\sim \sim	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:		G	80%	1%	1%	1%	17%	1%	F	0.085	F	0.504	49000	G
	To:		SR 140													

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

_						_		Tr	uck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~ ~	Fron	1:	SR 140													
[58] (81)	Washington (•										es for this	•			
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	Α	80%	1%	1%	1%	17%	1%	С	0.096	Α	0.511	45000	Α
	T. From	S	CL Abingd	lon												
58 (81)	Town of Abingdon	'			S	ee I-81	for dire	ctional t	raffic vo	lume es		es for this	s segm	nent.		
\sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	Α	80%	1%	1%	1%	17%	1%	С	0.096	Α	0.511	45000	F
	T	2	SR 75				<u> </u>									
58) (81)	Town of Abingdon	(Maint: 95) 1.06			S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	s segm	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	G	80%	1%	1%	1%	17%	1%	F		_	0.521	47000	(
	To		ICL Abingd	lon												
~~ ~~	Fron		I-81, US 1													
58 $\{11\}$ Lee Highway	Washington (24000	G	98%	0%	0%	1%	0%	0%	F	0.083		0.522	26000	(
~ ~	To		East of Ab													
58 Jeb Stuart Hwy	Washington C	-	11 Lee High 7700	hway G	95%	0%	0%	1%	3%	0%	F	0.094		0.631	8100	(
58 Jeb Stuart Hwy	wasiiiigtoii C	5.55	7700	G	93 /6	0 /6	0 /6	1 /0	3 /0	0 /6	'	0.034		0.031	0100	
~	T _C	L.	5-708 Bethe													_
58 Jeb Stuart Hwy	Washington (County 3.57	4400	G	95%	0%	0%	1%	3%	0%	С	0.096		0.539	4700	(
~	T. Fron	W W	/CL Damas	cus												
58 Jeb Stuart Hwy	Town of Damascus	(Maint: 95) 1.38	4400	N	95%	0%	0%	1%	3%	0%	Ν	0.096		0.539	4700	N
~	Te	SR 91	W, Greenw	vav Ave												
58 91 Jeb Stuart Hwy	Town of Damascus	L	3900	G	95%	0%	0%	1%	3%	0%	F	0.081		0.552	4100	C
30) (31)	T															
58 91 Jeb Stuart Hwy	From Washington (I.I.	CL Damaso 3900	cus N	95%	0%	0%	1%	3%	0%	N	0.081		0.552	4100	١
58 91 Jeb Stuart Hwy	wasnington	Journey 0.54	3900	IN	95%	0%	0%	1 70	3%	0%	IN	0.061		0.552	4100	1
~~ <u> </u>	T _C	I	E, Mountain													_
58 Jeb Stuart Hwy	Washington (County 9.63	690	G	98%	0%	1%	0%	1%	0%	F	0.133		0.583	730	C
~	T.C. From	95-	603 Rhyme	er Rd												
58 Jeb Stuart Hwy	Washington (County 5.80	570	G	98%	0%	1%	0%	1%	0%	С	0.118		0.507	600	C
~	Т		yson County													
~~	Fron		ington Cour								_					
[58] Highlands Pkwy; Jeb St	tuart Hwy Grayson Co	ounty 9.57	500	G	98%	0%	1%	0%	1%	0%	F	0.112		0.521	530	(
~	To From	SR 362 Gray	/son Highla	nds State	Park											
58 Highlands Pkwy	Grayson Co	ounty 3.76	350	G	98%	0%	1%	0%	1%	0%	F	0.123		0.617	360	(
~	Te	38-74	10 North of	Rughy												
58 Highlands Pkwy	Grayson Co	1.5	460	G	98%	0%	1%	0%	1%	0%	F	0.112		0.71	480	
,	Te		6 Troutdale	e Hwy												
~ <u> </u>	Fron		6 Highlands													
(16) Troutdale Hwy	Grayson Co	ounty 3.99	1500	G	89%	0%	2%	1%	7%	0%	F	0.097		0.552	1600	C
\sim \sim	To	SR '	16 Jefferson	ı Hwv												
58 Wilson Hwy	Grayson Co		1600	G	94%	1%	2%	1%	3%	0%	F	0.093		0.597	1600	
30)	т.		11 Fox Cre		/ 0	. , ,		. , •	- / 0	- / -	•	2.300			. 300	-

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

						_		Tru	ıck			K -	. Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor Q	K Factor	AAWDT	QV
~~~	From:		11 Fox Cree												
58 Wilson Hwy	Grayson County	8.04	2200	G	94%	1%	2%	1%	3%	0%	С	0.094	0.786	2300	G
~	To: From:	WC	L Independe	ence											
58 W Main St	Town of Independence (Maint: 38)	0.86	2200	N	94%	1%	2%	1%	3%	0%	Ν	0.094	0.786	2300	Ν
<del>~</del>	To: From	US 21	Independend	ce Ave			$\Box$ $\vdash$								
58 (221) E Main St	Town of Independence (Maint: 38)	1.20	6700	G	95%	1%	1%	1%	3%	0%	F	0.11	0.615	7100	G
~~~	Τα	ECI	Independe	ence			<b>—</b> —								
58 221 Grayson Pkwy	Grayson County	1.55	6700	N	95%	1%	1%	1%	3%	0%	Ν	0.11	0.615	7100	Ν
	To:	CD 2	74 Riverside	a Dr											
58 (221) Grayson Pkwy	Grayson County	8.68	4700	G	95%	1%	1%	1%	3%	0%	С	0.094	0.556	4900	G
221) 5.2,00	anayoon ooung					. , •		. , 0	0,0	0 / 0	Ū	0.00	0.000	.000	_
Grayson Pkwy	Grayson County	1.36	94 Riverside 8200	e Dr G	95%	1%	1%	1%	3%	0%	F	0.095	0.583	8600	Ċ
Grayson Pkwy	Grayson County	1.30	0200	<u> </u>	93 /6	1 /0	1 /0	1 /0	3 /0	0 /6	'	0.053	0.565	0000	
~~~-	To: From:		WCL Galax												
58)(221)Reserve Blvd	City of Galax	0.47	7600	G	97%	0%	1%	1%	2%	0%	С	0.094	0.537	8100	C
~ ~	T∝ Fron:	Greenvi	ille Rd W St	tuart Dr											
58) (221) Reserve Blvd; W Stuart Dr	City of Galax	1.10	6900	G	97%	0%	1%	1%	2%	0%	F	0.084	0.556	7300	(
~~	Τα		Fries Rd				$\neg$ $\vdash$								
58 (221) W Stuart Dr	City of Galax	0.20	11000	G	97%	0%	1%	1%	2%	0%	F	0.088	0.574	12000	(
	To:	S)	R 89 Main S	St.											
58 (221) E Stuart Dr	From:City of Galax	0.34	14000	G	96%	0%	1%	0%	3%	0%	F	0.094	0.533	15000	G
00) (221) = 0.00.1. 5.	July 5. Gullar.					0,0		0 / 0	0,0	0 / 0		0.00	0.000	.0000	
58) (221) E Stuart Dr	City of Galax	1.81	Meadow St 20000	G	96%	0%	1%	0%	3%	0%	F	0.078	0.504	21000	(
58 (221) E Stuart Dr	City of Galax	1.01	20000	G	90%	076	1 70	0%	370	0%	Г	0.076	0.304	21000	
~~~-	To: From:		Haynes Rd												
E Stuart Dr	City of Galax	1.10	16000	G	96%	0%	1%	0%	3%	0%	С	0.079	0.54	17000	C
~ ~~	To: From:		ECL Galax												
58) (221) Carrollton Pike	Carroll County	2.05	15000	G	96%	0%	1%	1%	3%	0%	F	0.084	0.51	15000	G
~ ~	To: From:	17-72	22 Cranberry	y Rd			\neg \vdash								
58 (221 Carrollton Pike	Carroll County	1.28	16000	G	96%	0%	1%	1%	3%	0%	F	0.082	0.524	17000	G
<i></i>	То:		2 Woodlawn												
O a marilla a a Billia	From:		2 Woodlaw		000/	00/	40/	40/	00/	00/	_	0.404	0.540	45000	,
Carrollton Pike	Carroll County	3.69	14000	Α	96%	0%	1%	1%	3%	0%	С	0.101	0.543	15000	F
~ ~~	To: From:		I-77												
(221) Carrollton Pike	Carroll County	0.72	15000	G	97%	0%	1%	1%	1%	0%	F	0.084	0.559	15000	C
~ ~	To From:	W	CL Hillsvill	le			\Box \vdash								
58 (221) West Stuart Dr	Town of Hillsville (Maint: 17)	2.10	15000	N	97%	0%	1%	1%	1%	0%	Ν	0.084	0.559	15000	Ν
~ ~ ~	Tσ	US	221 Floyd P	Pike											
58 East Stuart Dr	Town of Hillsville (Maint: 17)	2.26	2500	G	97%	0%	1%	1%	1%	0%	С	0.088	0.585	2600	G
33)	То:		CL Hillsville								-				-

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
	From:	EC	L Hillsville											
58 Danville Pike	Carroll County	5.94	2500 N	97%	0%	1%	1%	1%	0%	Ν	0.088	0.585	2600	١
~	To	17-680	Crooked Oak F	d										
58 Danville Pike	Carroll County	8.14	2500 C		0%	1%	1%	1%	0%	F	0.087	0.518	2600	(
***	To:		d County Line											
Daniella Bila	From:		oll County Line	000/	40/	10/	40/	70/	00/	_	0.005	0.500	0000	
Danville Pike	Floyd County	1.57	1900	90%	1%	1%	1%	7%	0%	С	0.095	0.592	2000	(
<u> </u>	To: From:		k County Line											
58 Danville Pike	Patrick County	1.38	1900 N	90%	1%	1%	1%	7%	0%	N	0.095	0.592	2000	
~	To: From:	E	Bus US 58											
58 Danville Pike	Patrick County	1.90	1500 C	86%	1%	1%	1%	11%	0%	С	0.086	0.658	1600	(
~	To:		Bus US 58											
~~	From:		8 E Blue Ridge		00/	101	40/	00/	00/	_		0.544	0000	
Jeb Stuart Hwy	Patrick County	1.44	2600	91%	0%	1%	1%	6%	0%	F	0.090	0.511	2800	(
	To: From:	70-764 N	Mountain View	Rd										
58 Jeb Stuart Hwy	Patrick County	9.44	2200	i 89%	1%	1%	2%	7%	0%	С	0.093	0.536	2400	(
~	To: From:		8 Cruzes Store											
Inh Chund Illum		N SR 8 Cruzes			00/	10/	10/	40/	00/	_	0.001	0.500	F000	
58 8 Jeb Stuart Hwy	Patrick County	2.01	5000		0%	1%	1%	4%	0%	С	0.091	0.509	5300	(
~~	To: From:		8 W Blue Ridg											
58 Jeb Stuart Hwy	Patrick County	0.86	3800	91%	0%	1%	1%	6%	0%	С	0.088	0.584	4000	(
~	To: From:	70-10)25 Johnson St											
58 Jeb Stuart Hwy	Patrick County	0.69	4300	91%	0%	1%	1%	6%	0%	F	0.090	0.507	4600	(
→	To:	Bus US 5	8 E Blue Ridge	St										
58 Jeb Stuart Hwy	Patrick County	3.78	7200 C		1%	1%	1%	6%	0%	F	0.091	0.537	7500	(
,	To					1								
58 Jeb Stuart Hwy	Patrick County	3.63	5500 C		1%	1%	1%	6%	0%	F	0.094	0.507	5800	(
58 Jeb Stuart Hwy	1 atrick County				1 /0	1 /0	1 /0	0 /6	0 /6	•	0.034	0.507	3000	`
~~	From:	70-626 South of								_				
Jeb Stuart Hwy	Patrick County	6.59	5700 C	91%	1%	1%	1%	6%	0%	С	0.085	0.566	6000	(
	From:		y County Line											
58 A L Philpott Hwy	Henry County	2.67	5500 F	93%	1%	1%	1%	4%	0%	F	0.094	0.6	5800	
38) / · = · · · · · · · · · · · · · · · · ·					.,,		. , 0	.,0	0,0	•	0.00	0.0	0000	
A I Bhilaott Hung	Honny County		pencer-Preston		10/	10/	10/	10/	00/		0.000	0.640	7200	
A L Philpott Hwy	Henry County	3.31	6800 F	93%	1%	1%	1%	4%	0%	F	0.099	0.649	7200	
<u></u>	To: From:		E, Soapstone R											
A L Philpott Hwy	Henry County		11000 F		1%	1%	1%	4%	0%	С	0.092	0.639	12000	- 1
~	To:	US 220 William												
58 (220) William F Stone Hwy	Henry County		Vest of Martins		1%	1%	10/	12%	1%	F	0.085	0.525	15000	
58 \ \ 220 \ William F Stone Hwy	Henry County	3.49 US 220 Sc	15000 F	04%	170	1 70	1%	1270	170	г	0.085	0.525	13000	I

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

			- <i>-</i>	_		Truc	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
~	From:	US 220; Bus US 220 Greensh											
58 William F Stone Hwy	Henry County	2.65 11000 F	93%	1%	1%	0%	5%	0%	F	0.107	0.527	11000	F
	T∝ Fron:	44-650 Irisburg Rd											
58 William F Stone Hwy	Henry County	3.72 7400 F	93%	1%	1%	0%	5%	0%	F	0.105	0.54	7500	F
<i>~</i>	To:	Bus US 58											
A L Dhilaatt Llun	From:	Bus US 58 William F Stone		10/	10/	00/	F0/	00/	_	0.00	0.57	1 1000	
A L Philpott Hwy	Henry County	1.89 14000 F	93%	1%	1%	0%	5%	0%	F	0.09	0.57	14000	ı
~	To: From:	44-620 Old Liberty Dr											
58 A L Philpott Hwy	Henry County	2.11 13000 F	93%	1%	1%	0%	5%	0%	F	0.088	0.526	14000	
~	Τα	44-610 Axton Rd											
58 A L Philpott Hwy	Henry County	1.38 11000 F	93%	1%	1%	0%	5%	0%	F	0.091	0.520	12000	
35)	To:	Pittsylvania County Lin											
~	From:	Henry County Line											
58)	Pittsylvania County	3.78 10000 F	93%	1%	1%	0%	5%	0%	F	0.096	0.524	11000	١
~	Τα	71-622 West of Brosvill	le										
58	Pittsylvania County	0.97 12000 A		1%	1%	0%	5%	0%	С	0.104	0.521	12000	,
\$50	Tα	71 700 I Cil-											
58 Martinsville Hwy	Pittsylvania County	71-708 Long Circle 4.30 14000 F	93%	1%	1%	0%	5%	0%	F	0.094	0.579	14000	
58) Martinsville Hwy	To:	Bus US 58	33 /6	1 /0	1/0	0 /6	J /0	0 /6	'	0.034	0.575	14000	,
	From:	Bus US 58 Maritinsville F	Iwv										
58 Danville Expressway	Pittsylvania County	2.51 5700 F		1%	1%	0%	5%	0%	F	0.084	0.603	5800	
	Τα	71 12(0 O-1-:-i F	D.1										
<u></u>	Pittsylvania County	71-1260 Oakridge Farms 4.31 5900 F		1%	1%	1%	13%	0%	С	0.085	0.613	6000	
58)	Thisylvania County		0+70	1 /0	1 /0	1 /0	10 /0	0 70	J	0.003	0.010	0000	
~~	To: From:	WCL Danville							_				
58	City of Danville (Maint: 71)	0.44 5900 F	84%	1%	1%	1%	13%	0%	С	0.085	0.613	6000	I
~	To: From:	US 29 Danville Expressw	vay										
58 (29) Danville Expwy	City of Danville (Maint: 71)	1.12 16000 F	83%	1%	1%	2%	14%	1%	F	0.083	0.573	16000	- 1
\bigcirc	To:	Elizabeth St											
58 29 Danville Expwy	City of Danville (Maint: 71)	2.63 16000 A	83%	1%	1%	2%	14%	1%	С	0.101	0.573	16000	
36) (29) 24	and a summer (mainter)			. , •		_,,	, 0	. , ,	Ū	0	0.0.0		•
~ ~ P	From: From: Prom: From:	SR 86, S Main St	000/	40/		00/	4.40/	40/	_	0.070	0.550	40000	,
58) (29) Danville Expwy	City of Danville (Maint: 71)	1.85 18000 G	83%	1%	1%	2%	14%	1%	F	0.072	0.559	19000	(
	To: From:	Goodyear Blvd											
58 \ 29 \ Danville Expwy	City of Danville (Maint: 71)	1.36 19000 F	83%	1%	1%	2%	14%	1%	F	0.08	0.512	19000	- 1
\rightarrow \bigcirc	To:	US 29											
~~~~	From	US 29 Danville Expressway; B		10/		40/	100/	00/	_	0.00	0.540	00000	
58 360 South Boston Rd	City of Danville	0.90 <b>26000 F</b>	85%	1%	1%	1%	12%	0%	F	0.08	0.546	26000	I
	To: From:	Kentuck Rd											
58 360 South Boston Rd	City of Danville	1.98 <b>21000 G</b>	85%	1%	1%	1%	12%	0%	F	0.077	0.558	21000	(
~ ~ ·	Tα	ECL Danville			<u> </u>								
58 (360) Philpott Rd	Pittsylvania County	2.37 <b>12000</b> F	85%	1%	1%	1%	12%	0%	F	0.078	0.515	13000	ı
30 17 300 1	,a county		00/0	. , 5	. , .	. , .	/ 5	0,0		3.0.0	0.0.0		

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

		·					Tru	ıck			K	Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	SR	R 62											
(58) (360) Philpott Rd	Pittsylvania County	3.32 <b>7</b> 7	700 A	85%	1%	1%	1%	12%	0%	С	0.100	0.581	7800	Α
$\bigcirc$	To:		County Line											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		County Line							_				_
(58) (360) Philpott Rd	Halifax County		000 G	85%	1%	1%	1%	12%	0%	F	0.076	0.514	8100	G
\$\ \\	To:		9 Delila											
58 (360) Philpott Rd	Halifax County		Calvary Rd 700 G	85%	1%	1%	10/	100/	0%	F	0.070	0.507	7700	G
[58] [360] Philpott Rd	Tallax County			00%	170	1 70	1%	12%	0%	Г	0.078	0.507	7700	G
	From:	41-658 Turbevil	urbeville Rd	Rd										
58 (360) Philpott Rd	Halifax County		500 A	85%	1%	1%	1%	12%	0%	С	0.101	0.543	8700	Α
58 (360) Philpott Rd	Trainax Sounty				1 70	. 70	1 70	1270	0 70	Ū	0.101	0.010	0,00	,,
~~~~~	From:	US 501 Huell							221	_				
(58) (360) Bill Tuck Hwy	Town of South Boston	0.18 <b>12</b>	000 G	85%	1%	1%	1%	12%	0%	F	0.077	0.549	13000	G
<del>* *</del>	To: From:	ECL Sou	uth Boston											
(58) (360) Bill Tuck Hwy	Halifax County	0.52 <b>12</b>	000 N	85%	1%	1%	1%	12%	0%	Ν	0.077	0.549	13000	Ν
	To	LIC 260 John	Randolph Blvd	1										
58 Bill Tuck Hwy	Halifax County		200 G	85%	1%	1%	1%	12%	0%	F	0.084	0.585	6400	G
Bill Tuck Hwy	Talliax County		ockchoal Rd	03 /6	1 /0	1/8	1 /0	12/0	0 /6	•	0.004	0.505	0400	ч
	From:		ickshoal Rd											
58 Bill Tuck Hwy	Halifax County		000 G	85%	1%	1%	1%	12%	0%	F	0.078	0.534	5100	G
,	То:		g County Line											
	From:		County Line											
58	Mecklenburg County	2.96 <b>50</b>	000 G	85%	1%	1%	1%	12%	0%	F	0.081	0.536	5100	G
	To	50 725	Hite Dr											
(50)	Mecklenburg County		700 G	85%	1%	1%	1%	12%	0%	F	0.077	0.525	5800	G
58	Weeklenburg County			00 70	1 70	1 /0	1 /0	12 /0	0 70	•	0.077	0.020	3000	ч
$\sim$	To: From:		of Clarksville											
(58) (49 <i>)</i>	Mecklenburg County	1.26 <b>76</b>	600 G	85%	1%	1%	1%	12%	0%	F	0.083	0.577	7700	G
<del>*</del>	To:	Bus US 58	Virginia Ave			$\neg$ $\vdash$								
58	Mecklenburg County	1.46 <b>49</b>	900 G	85%	1%	1%	1%	12%	0%	F	0.083	0.577	5000	G
	To	IIC 15. T	D TIC 15											
(E)	Mecklenburg County		Bus US 15 500 G	85%	1%	1%	2%	11%	0%	F	0.083	0.577	6800	G
58				05 /6	1 /0	1 /0	2 /0	11/0	0 /6	•	0.000	0.577	0000	ч
	To: From:		US 58, SR 49											
58	Mecklenburg County	8.40 <b>52</b>	200 A	85%	1%	1%	2%	11%	0%	С	0.116	0.621	5600	Α
	To	WCL1	Boydton											
58	Town of Boydton (Maint: 58)		200 N	85%	1%	1%	2%	11%	0%	Ν	0.116	0.621	5600	Ν
	To										_		_	
	Machine Devent		Boydton	050/	10/	10/	00/	110/	00/	N.I	0.110	0.001	E000	- NI
58	Mecklenburg County	0.20 <b>52</b>	200 N	85%	1%	1%	2%	11%	0%	N	0.116	0.621	5600	N
	To: From:		R 92											
58	Mecklenburg County	0.92 <b>5</b> 9	900 G	85%	1%	1%	2%	11%	0%	F	0.084	0.640	6200	G
$\smile$	To: SI	R 386 Mecklenburg Con	rectional Cente	er Access	Rd									

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

		<u> </u>	and miersia					Tru	ck			K		Dir		
Route	Jurisdiction	Lengt	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SR 386 Mecklenbu														
(58)	Mecklenburg Co	ounty 4.87	6500	G	85%	1%	1%	2%	11%	0%	F	0.082		0.533	6800	G
	To: From:		4 Buggs Islan													
58	Mecklenburg Co	ounty 4.23	6900	G	85%	1%	1%	2%	11%	0%	F	0.081		0.516	7200	G
~~	From:		US 1 Big For		050/	10/		40/	00/	00/		0.44		0.505	10000	
[58] [1]	Mecklenburg Co	ounty 3.23	9500	G	95%	1%	1%	1%	2%	0%	F	0.11		0.565	10000	G
\sim	To: From:		Near SWCL Se		040/	10/		101	450/	40/		0.000		0.500	0500	
[58] [1]	Mecklenburg Co	ounty 0.20	6700	N	81%	1%	1%	1%	15%	1%	N	0.083		0.522	6500	N
~~	To: From:		8-780 Theater		2121		<u> </u>		. = - /							
58	Mecklenburg Co	ounty 1.61	6700	G	81%	1%	1%	1%	15%	1%	F	0.083		0.522	6500	G
	To: From:		03 Goodes Fe	_			\rightarrow		. = - /							
58	Mecklenburg Co	ounty 0.98	6800	G	81%	1%	1%	1%	15%	1%	F	0.081		0.553	6700	G
	To From:		outh Hill; Ma		2121		<u> </u>		. = - /							
58	Town of South Hill (M	Maint: 58) 0.69	6500	G	81%	1%	1%	1%	15%	1%	F	0.081		0.547	6400	G
~~~	To: From:		US 58; Count				<u> </u>									
E Atlantic St	Town of South Hill (M	Maint: 58) 0.24	20000	G	81%	1%	1%	1%	15%	1%	F	0.085		0.525	20000	G
~	To: From:		L South Hill;													
58	Mecklenburg Co	ounty 1.27	16000	G	81%	1%	1%	1%	15%	1%	F	0.079		0.506	16000	G
	To: From:		WCL LaCross													
58	Town of LaCrosse (N	Maint: 58) 0.52	16000	N	81%	1%	1%	1%	15%	1%	N	0.079		0.506	16000	N
	To: From:		ECL LaCross													
58	Mecklenburg Co	ounty 0.61	16000	N	81%	1%	1%	1%	15%	1%	N	0.079		0.506	16000	N
	To: From:	58	3-644 Watkins													
58	Mecklenburg Co	ounty 1.98	12000	G	81%	1%	1%	1%	15%	1%	F	0.075		0.504	12000	G
	To: From:		WCL Brodna	ıX												
58	Town of Brodnax (M	•		N	81%	1%	1%	1%	15%	1%	N	0.075		0.504	12000	N
~	From:		nswick County denburg Coun													
Finey Pond Rd	Town of Brodnax (M			G	81%	1%	1%	1%	15%	1%	F	0.075		0.524	9800	G
	To	,	ECL Brodna	Y												
58 Governor Harrison Pkwy	Brunswick Cou	ınty 9.60		Â	81%	1%	1%	1%	15%	1%	С	0.110		0.579	8900	Α
· · · · · · · · · · · · · · · · · · ·	To:	1	2-694 Cattail													
Coverner Herricas Discov	From:		attail Rd; Twi			10/	10/	10/	150/	10/	_	0.075		0.500	0000	_
(58) Governor Harrison Pkwy	Brunswick Cou	•	9500	G	81%	1%	1%	1%	15%	1%	F	0.075		0.520	9300	G
Consumer Hamilton Bloom	To:		Bus US 58 EA		040/	10/		40/	150/	10/		0.070		0.510	11000	
(58) Governor Harrison Pkwy	Brunswick Cou			G	81%	1%	1%	1%	15%	1%	F	0.078		0.513	11000	G
~~~ a	To: From:		2-712 Edgert						.=-/							
(58) Governor Harrison Pkwy	Brunswick Cou			G	81%	1%	1%	1%	15%	1%	F	0.073		0.540	9600	G
•	Tor	Gree	ensville Count	y Line												

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

					_		Trι	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
58 Pleasant Shade Dr	Greensville County	Brunswick Co 6.34 1100		81%	1%	1%	1%	150/	10/	F	0.088	0.685	11000	G
58 Pleasant Shade Dr	Greensville County			0176	170	1 70	170	15%	1%	Г	0.000	0.000	11000	Ċ
West Atlantic Ct	City of Francisco (Mainty 40)	WCL Em		010/	10/	10/	10/	150/	10/	F	0.075	0.504	10000	
West Atlantic St	City of Emporia (Maint: 40)	0.41 1300		81%	1%	1%	1%	15%	1%	Г	0.075	0.524	13000	(
West Atlantia Ct	City of Emporie (Mainty 40)	Purdy I		010/	10/	10/	10/	150/	10/	F	0.000	0.501	01000	
58 West Atlantic St	City of Emporia (Maint: 40)	0.13 2100	0 G	81%	1%	1%	1%	15%	1%	Г	0.088	0.501	21000	(
$\overline{}$	City of Francisco (Mainty 40)	I-95		750/	10/	10/	10/	000/	10/		0.077	0.507	15000	
58	City of Emporia (Maint: 40)	0.92 1700	0 G	75%	1%	1%	1%	22%	1%	С	0.077	0.567	15000	(
	From:	US 301 M						. =						
58	City of Emporia (Maint: 40)	0.64 1500	0 G	80%	1%	1%	1%	17%	1%	F	0.074	0.507	14000	(
	From:	Reese												
58	City of Emporia (Maint: 40)	0.49 1400	0 G	80%	1%	1%	1%	17%	1%	F	0.076	0.522	12000	(
	To: From:	Davis												
58	City of Emporia (Maint: 40)	0.65 1300	0 G	80%	1%	1%	1%	17%	1%	F	0.076	0.536	12000	(
	To: From:	East Atlar												
58	City of Emporia (Maint: 40)	0.40 1500	0 G	80%	1%	1%	1%	17%	1%	F	0.074	0.508	13000	(
	To: From:	ECL Em	oria											
58 Courtland Rd	Greensville County	1.50 1400		80%	1%	1%	1%	17%	1%	F	0.07	0.549	14000	(
~	To: From:	Southampton C Greensville Co		;										
58 Southampton Pkwy	Southampton County	5.44 1300		80%	1%	1%	1%	17%	1%	F	0.075	0.611	11000	
,	To	87-615 W, Adams Grov												
Southampton Pkwy	Southampton County	4.72 1200		80%	1%	1%	1%	17%	1%	F	0.083	0.514	11000	
36)	То				.,.			,•	.,.	-				
58 Southampton Pkwy	Southampton County	87-659 Drewry F 5.55 1300		80%	1%	1%	1%	17%	1%	F	0.078	0.506	12000	F
36)	Todamampion County				1 70		1 70	17 70	170	•	0.070	0.000	12000	
Southampton Pkwy	Town of Capron (Maint: 87)	0.14 1300		80%	1%	1%	1%	17%	1%	N	0.078	0.506	12000	1
58 Godfiampion i kwy	Town or Suprom (Maint: 67)	87-653 C	-	00 70	1 /0	1 /0	1 /0	17 /0	1 /0	11	0.070	0.500	12000	
	From:	87-653 M												
58 Southampton Pkwy	Town of Capron (Maint: 87)	0.15 1400	0 F	80%	1%	1%	1%	17%	1%	F	0.079	0.507	12000	ı
~	To From:	ECL Car	oron											
58 Southampton Pkwy	Southampton County	5.56 1400	0 A	80%	1%	1%	1%	17%	1%	С	0.122	0.508	13000	1
~	Too	SR 35 & 58 Bus W	of Courtl	and										
58 Southampton Pkwy	Southampton County	3.46 1600		80%	1%	1%	1%	17%	1%	F	0.083	0.525	14000	-
	то	Bus US 58 East 0	of Courtla	nd										
58	Southampton County	2.34 2100		85%	1%	1%	1%	13%	0%	С	0.107	0.529	21000	,
33)	Tre													
<u></u>	Southampton County	Bus US 58 Wes 0.16 1900		n 85%	1%	1%	1%	13%	0%	F	0.107	0.529	18000	(
58)	- Godinampion County	US 58 Bus Wes			1 /0	1 /0	1 /0	10/0	0 /0		0.107	0.523	10000	•

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

5 .			. 4.T.			Trι	ıck		-00	K	Dir	AANAADT	014
Route	Jurisdiction	Length AADT QA	4 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
~~~	From:	US 58 Bus West of Frank											
58 Southampton Pkwy	Southampton County	3.74 <b>17000 F</b>	85%	1%	1%	1%	13%	0%	F	0.079	0.513	16000	F
<u> </u>	Τα	US 258 South of Frankli	in										
58 (258)	Southampton County	3.02 <b>18000 F</b>		1%	1%	1%	13%	0%	F	0.078	0.539	17000	F
30) (20)	To:	WCL Suffolk											
~~~ ~~~	From:	Southampton County Lin											
58) (258) Franklin Bypass	City of Suffolk	1.27 21000 G	85%	1%	1%	1%	13%	0%	F	0.079	0.574	20000	G
~	Τœ	US 258											
Franklin Bypass	City of Suffolk	0.18 18000 N	85%	1%	1%	1%	13%	0%	Ν	0.077	0.532	17000	Ν
30)	, T-1												
	From	SR 189	0.50/	10/	10/	10/	100/	00/		0.077	0.500	17000	_
58 189 189 Franklin Bypass	City of Suffolk	1.01 18000 G	85%	1%	1%	1%	13%	0%	F	0.077	0.532	17000	G
	Tα From:	SR 272 South Quay Rd											
58 (189) (189) S Quay Rd	City of Suffolk	4.23 20000 G	85%	1%	1%	1%	13%	0%	F	0.077	0.6	19000	G
\bigcirc	To	SR 189 S Quay Rd											
58 Holland Bypass	City of Suffolk	1.05 20000 G	85%	1%	1%	1%	13%	0%	F	0.081	0.579	19000	G
58) Holland Bypass	only of Guillon		00 70	1 /0		1 /0	1070	0 70		0.001	0.070	10000	<u> </u>
~~	Tœ From:	Bus US 58											
58 Holland Rd	City of Suffolk	1.32 25000 G	85%	1%	1%	1%	13%	0%	F	0.080	0.564	23000	G
~	To: From:	133-610 W, Buckhorn R	ld.										
58	City of Suffolk	2.77 24000 G		1%	1%	1%	13%	0%	F	0.081	0.578	23000	G
30)	To:	133-647 E, Lummis Rd											
	From:	133-647 Lummis Rd											
58 Holland Rd	City of Suffolk	2.05 26000 G	85%	1%	1%	1%	13%	0%	F	0.080	0.592	24000	G
<i>→</i>	To	133-643 Manning Bridge	D.d.										
58 Holland Rd	City of Suffolk	0.67 28000 G		1%	1%	1%	13%	0%	F	0.082	0.564	27000	G
38) Floridita Fid	only of Guillon		00 70	170		1 /0	1070	0 70	•	0.002	0.004	27000	G
~	To: From:	133-738 Kenyon Rd											
58 Holland Rd	City of Suffolk	0.38 31000 G	85%	1%	1%	1%	13%	0%	F	0.080	0.565	30000	G
~	To: Feore:	Cove Point Rd			<u> </u>								
58 Holland Rd	City of Suffolk	1.15 33000 G	85%	1%	1%	1%	13%	0%	F	0.081	0.554	31000	G
35)	To:	US 13 Southwest Suffolk By	ypass										
	From:	Bus US 58											
58 13 Suffolk Bypass	City of Suffolk	1.41 40000 G	85%	1%	1%	1%	13%	0%	F	0.085	0.620	39000	G
\rightarrow \bigcirc	Too	133-604 Pitchkittle Rd											
58 13 Suffolk Bypass	City of Suffolk	1.88 43000 G		1%	1%	1%	13%	0%	F	0.084	0.626	41000	G
58) (13) Suffolk Bypass	Oity of Guilloik	1.00 43000 G	00 70	1 /0	1 /0	1 /0	10 /0	0 70	'	0.004	0.020	41000	C
	To: From:	US 460 Pruden Blvd											
58) (13) (460) Suffolk Bypass	City of Suffolk	0.93 49000 G	92%	0%	1%	1%	6%	0%	F	0.077	0.647	50000	G
~ ~ ~	To: From	SR 10, SR 32 Godwin Bl	vd		<u> </u>								
58 13 460 Suffolk Bypass	City of Suffolk	1.87 58000 G		0%	1%	1%	6%	0%	F	0.085	0.597	60000	G
30) (10) (400) 11 11 11 17	,		2=70						-				٥.
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Cit. ( Cit. II	133-642 Wilroy Rd	000	001		401	001	001	_	0.007	0.010	E4000	
58) (13) (460) Suffolk Bypass	City of Suffolk	2.30 <b>49000 G</b>		0%	1%	1%	6%	0%	F	0.084	0.618	51000	G
~ ~ ~	To:	Bus US 13, Bus US 58 Militar	ry Hwy										

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

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	<b>QA</b> 47	ire Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QI
Military Highway	From:	Bus US 58 Military Hwy I		2% 0%	10/	10/	60/	00/	_	0.000	0.601	74000	
58 (13) (460) Military Highway	City of Suffolk	3.46 <b>71000</b> WCL Chesapeak		2% 0%	1%	1%	6%	0%	Г	0.086	0.621	74000	G
	From:	ECL Suffolk											
58) (13) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94 <b>71000</b>	<b>A</b> 92	2% 0%	1%	1%	6%	0%	С	0.096	0.570	74000	1
$\bigcirc$ $\bigcirc$ $\bigcirc$	To: From:	I-664			<u> </u>								
58) (13) (460)	City of Chesapeake (Maint: 64)	0.11 <b>11000</b>	<b>F</b> 92	2% 0%	1%	1%	6%	0%	F	0.13	0.506	11000	
ALT	To: From:	SR 191 Jolliff Rd; US 13 Mili	litary Highv	vay									
58 (460) Airline Blvd	City of Chesapeake	1.72 <b>7000</b>	<b>G</b> 97	7% 2%	1%	0%	1%	0%	С	0.088	0.52	7500	(
~ ~	To:	WCL Portsmouth											
ALT 58 ( 460 Airline Blvd	City of Portsmouth	ECL Chesapeake 0.29 <b>11000</b>		7% 2%	1%	0%	1%	0%	F	0.082	0.529	12000	
38) (460), 2114	Tol.			70 270		070	1 70	0 70	•	0.002	0.020	12000	
ALT	From:	Greenwood Dr											
58 (460) Airline Blvd	City of Portsmouth	0.20 <b>15000</b>	<b>G</b> 97	7% 2%	1%	0%	1%	0%	F	0.079	0.602	16000	
ALT	To: From:	Elmhurst Lane											
58) (460) Airline Blvd	City of Portsmouth	1.30 <b>8900</b>	<b>G</b> 97	7% 2%	1%	0%	1%	0%	F	0.079	0.571	9400	
ALT	To: From:	SR 239 Victory Bl	lvd		<u> </u>								
58 (460) Airline Blvd	City of Portsmouth	0.28 <b>11000</b>	<b>G</b> 97	7% 2%	1%	0%	1%	0%	F	0.078	0.587	11000	
	To	SR 337 Portsmouth	Blvd										
58 Airline Blvd	City of Portsmouth	1.40 <b>13000</b>		7% 2%	1%	0%	1%	0%	F	0.110	0.511	14000	
<del>~</del>	To	US 17 Frederick B	Blvd		<u> </u>								
58 Airline Blvd	City of Portsmouth	0.19 <b>18000</b>	<b>G</b> 97	7% 1%	1%	1%	1%	0%	F	0.079	0.614	20000	
~	To	High St			<u> </u>								
58 London Blvd	City of Portsmouth	0.72 <b>18000</b>	<b>G</b> 97	7% 1%	1%	1%	1%	0%	С	0.082	0.623	20000	
<del>~</del>	To	SR 141 London Bl	lvd		$\neg$ $\vdash$								
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>34000</b>	<b>G</b> 97	7% 1%	1%	1%	1%	0%	F	0.085	0.653	37000	
~	To: France	SR 164 Western Fr	rwy		<u> </u>								
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 <b>32000</b>	<b>A</b> 95	5% 0%	1%	1%	3%	0%	С	0.092	0.515	36000	
~	To:	Elizabeth River Midtown											
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	Martin Luther King Fr 1.08 <b>32000</b>		5% 0%	1%	1%	3%	0%	С	0.092	0.515	36000	
58) Liizabetii Tiivei Wiidtowii Turiiiei	only of Fortsmouth (Maint. 04)			0 /6 0 /6	1 /0	1 /0	J /6	0 70	O	0.032	0.515	30000	
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	ECL Portsmouth 0.65 <b>32000</b>		5% 0%	1%	1%	3%	0%	С	0.092	0.515	36000	
258) Zinzabetii i tiver wilatewii Tariner	To To	SR 337 Brambleton		370 070		1 70	0 70	0 70	J	0.002	0.010	00000	
~~ ~	From:	SR 337											
337 Brambleton Ave	City of Norfolk	0.26 <b>25000</b>	<b>F</b> 96	6% 0%	0%	0%	3%	0%	F	0.08	0.561	29000	
<del>~ ~</del>	To: From:	Colley Ave											
58 (337) Brambleton Ave	City of Norfolk	0.83 <b>32000</b>	<b>F</b> 96	6% 0%	0%	0%	3%	0%	F	0.075	0.639	37000	
$\sim$	To:	E SR 337											

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		Primary and into	erstate no	ules							14			
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		Tru			QC	_ K	QK _ Dir	AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor	Factor	•	
~~	From:	E SR 337 Bra								_				_
(58) Duke St	City of Norfolk	0.17 <b>78</b> 0	00 F	95%	1%	2%	1%	1%	0%	F	0.099	0.68	8500	F
<u> </u>	To	Olney	v Rd			$\neg$ $\vdash$								
58 Virginia Beach Blvd	City of Norfolk	0.07 <b>560</b>	00 F	95%	1%	2%	1%	1%	0%	F	0.090	0.661	6100	F
	To	D 1	G											
58 Virginia Beach Blvd	City of Norfolk	Boush 0.24 <b>55</b> 0		95%	1%	2%	1%	1%	0%	F	0.090	0.607	6000	F
Virginia Beach Blvd	City of Norioik	US 460 Monticello			1 70	270	1 70	1 70	0%	Г	0.090	0.607	6000	Г
•	From:	Montice Montice		BIVQ										
58 Virginia Beach Blvd	City of Norfolk	0.70 <b>140</b>		95%	1%	2%	1%	1%	0%	F	0.089	0.597	15000	F
(38) 19 2000 2.10				0070	. , 0		. , 0	. , 0	0 / 0	•	0.000	0.001	.0000	•
~~	To: From:	SR 168 Tid								_				
(58) Virginia Beach Blvd	City of Norfolk	0.53 <b>140</b>	00 F	95%	1%	2%	1%	1%	0%	С	0.091	0.575	16000	F
<del></del>	To	Park	Ave			$\neg$ $\vdash$								
58 Virginia Beach Blvd	City of Norfolk	0.96 <b>160</b>	00 F	94%	2%	2%	1%	1%	0%	С	0.088	0.531	18000	F
	Too	ap 105 p 11												
Virginia Basah Blud	City of Norfolk	SR 405 Ball 0.88 <b>290</b>		94%	2%	2%	1%	1%	0%	F	0.091	0.566	22000	F
(58) Virginia Beach Blvd	City of Norfolk	0.88 <b>290</b>	00 F	94%	2%	2%	170	170	0%	Г	0.091	0.566	32000	Г
	To: From:	Azalea Ga	arden Rd											
58 Virginia Beach Blvd	City of Norfolk	1.35 <b>290</b>	00 F	94%	2%	2%	1%	1%	0%	F	0.094	0.633	31000	F
$\bigcirc$	Tα	US 13 Mili	itary Hwy											
58 Virginia Beach Blvd	City of Norfolk	0.79 <b>250</b>		99%	0%	1%	0%	0%	0%	F	0.09	0.514	27000	F
58) Virginia Beach Biva	City of Norton			00 70	0 70	170	0 /0	0 70	0 70	•	0.00	0.014	27000	•
~~	To: From:	SR 165 Ken	•											
(58) Virginia Beach Blvd	City of Norfolk	0.93 <b>260</b>		99%	0%	1%	0%	0%	0%	С	0.092	0.571	28000	F
<u> </u>	To:	WCL Va Beach		d										
Viscinia Danah Blad	City of Vivoinia Boook	ECL Norfolk;		000/	10/	10/	00/	00/	00/	_	0.000	0.550	0.4000	_
(58) Virginia Beach Blvd	City of Virginia Beach	1.33 <b>360</b>	00 F	98%	1%	1%	0%	0%	0%	С	0.083	0.558	34000	F
~	To: From:	SR 190 Wit	chduck Rd											
58 Virginia Beach Blvd	City of Virginia Beach	1.11 <b>320</b>	00 G	98%	0%	1%	0%	0%	0%	С	0.089	0.557	34000	G
$\bigcirc$	To	SR 225 Indepe	andanca Blvd											
58 Virginia Beach Blvd	City of Virginia Beach	2.18 <b>420</b>		99%	0%	0%	0%	0%	0%	F	0.090	0.512	39000	F
Virginia Beach Biva	Oity of Virginia Beach	2.10 420	00 1	JJ 76	0 70	0 /0	0 70	0 /0	0 70		0.000	0.512	03000	•
$\widetilde{\sim}$	To: From:	Rosemo												
(58) Virginia Beach Blvd	City of Virginia Beach	0.41 <b>500</b>	00 F	99%	0%	0%	0%	0%	0%	F	0.086	0.545	47000	F
<u> </u>	To	Plaza Tra	il North											
58 Virginia Beach Blvd	City of Virginia Beach	1.37 400		98%	1%	1%	0%	0%	0%	С	0.095	0.56	37000	G
	, ,		***											
Windside Beauty Blad	From:	Lynnhave		000/	00/		00/	00/	00/	_	0.000	0.570	00000	_
(58) Virginia Beach Blvd	City of Virginia Beach	1.06 <b>410</b>	00 G	99%	0%	0%	0%	0%	0%	F	0.086	0.572	38000	G
~	To: From:	SR 279 Grea	at Neck Rd											
58 Virginia Beach Blvd	City of Virginia Beach	0.14 <b>310</b>	00 G	99%	0%	0%	0%	0%	0%	F	0.085	0.572	29000	G
	Too	D 110 50 17				<del></del> 1								
( ) Logkin Pd	City of Virginia Booch	Bus US 58; Va		000/	0%	09/	00/	00/	00/		0.007	0.501	20000	۸
58 Laskin Rd	City of Virginia Beach	1.47 <b>290</b>		99%	U%	0%	0%	0%	0%	С	0.097	0.561	30000	Α
•	10	First Cole	oniai Kd											

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

	1 2 8 0		4			Tru	ıck		-00	K	Dir	4.4NA/DT	
Route	Jurisdiction 	Length AADT QA	41Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Facto	r AAWDT	QW
58 Laskin Rd	City of Virginia Beach	First Colonial Rd 1.53 <b>28000 F</b>	99%	0%	0%	0%	0%	0%	F	0.083	0.517	28000	F
38) 240/41/10	To	Birdneck Rd		0 70		070	070	070		0.000	0.017	20000	
58 Laskin Rd	City of Virginia Beach	0.97 <b>27000</b> F	99%	0%	0%	0%	0%	0%	F	0.078	0.521	28000	F
<u> </u>	To:	US 60 Pacific Ave											
~~~	From:	Ramps US 58 E 96A; US 58 W	V 96A										
Ramp to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.24 1600 G								0.083		1600	G
~	To.	I-81 S	V. CCD										
58 Ramp to I-81 N at Exit 1	City of Bristol (Maint: 95)	Ramps US 58 E 96B; US 421 V 0.02 2800 G	W 66B							0.100		2800	G
36)	То:	I-81 North								000		2000	
	From:	US 58 Carrollton Pike											
758 Ramp	Carroll County	0.18 2200 G								0.084		2200	G
<u> </u>	To:	I-77 South											
Pomp	From:	US 58 Carrollton Pike 0.21 3300 G								0.072		2200	G
S8 Ramp	Carroll County	0.21 3300 G I-77 North			_					0.072		3300	G
East	From:	US 58 US 421 Eastbound	1										
58 Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.03 530 G								0.132		530	G
	To:	Ramp US 58 96A											
East	From:	US 58 US 421 Eastbound	i										
(58) Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.14 960 G								0.138		960	G
-	Erope	Ramps US 58 96B; US 421 W	/ 66B										
East 58 Ramp	Mecklenburg County	US 58 E, E Atlantic St 0.36 1100 G	81%	1%	1%	1%	15%	1%	F	0.090		1100	G
36)	To:	I-85 South	0.70	. , 0		. , ,	.070	. , 0		0.000			
East	From:	US 58 East											
758 Ramp	Mecklenburg County	0.24 1000 G	81%	1%	1%	1%	15%	1%	F	0.097		1000	G
	To:	I-85 North											
East	From:	US 58 I-95-S011B TO RT	95							0.005		0.400	_
58 Ramp	City of Emporia (Maint: 40)	0.18 2400 G I-95-S FROM RT 58			_					0.085		2400	G
East	From:	US 58 I-95-N011B TO AND FR	OM 95										
58 Ramp	City of Emporia (Maint: 40)	0.13 1300 G	OW 75							0.117		1300	G
	To	I-95-N FROM RT 58											
East	From:	US 58 TO RT 258											
Ramp	Southampton County	0.22 NA								NA		NA	
~	To:	US 258; 1US 258-P											
East (50) Ramp	City of Suffolk	US 58 TO RTE 189 0.17 560 G								0.111		560	G
58 258 Ramp	City of Suffork	0.17 560 G US 58-E451B TO RTE 189 SO	OUTH							0.111		000	G
		22 20 2 .0.12 10 K1E 107 BC											

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

Route	Jurisdiction	Length AADT	QA 4Tire	Duo	Axle 3+Axle 1Trail 2Trail	QC K (Factor	Dir QK Factor	AAWDT	QW
East (58) Ramp	City of Suffolk	US 58-E451B TO RTE 1: 0.05 230 1SR 189-P FROM RTE	G]	0.113		230	G
East 58 Ramp	City of Suffolk	US 58-E451A TO RTE 1 0.03 240 1SR 189-P FROM RTE	G			0.138		240	G
East 58 Ramp	City of Chesapeake (Maint: 6-	TO ROUTE 664 EAST 4) 0.77 26000 I-664-E FROM ROUTE 58,1	F]	0.115		26000	F
East 58 Ramp	City of Chesapeake (Maint: 6	US 58 TO ROUTE 664 W 4) 0.17 11000 I-664-W FROM ROUTE 58,	F]	0.078		11000	F
West 58 Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Maint: 95)	US 58 US 421 West 0.02 1000 Ramps US 58 E 96A; U	bound G]	0.09		1000	G
West 58 Ramp	From: Mecklenburg County Tec	US 58 W, E Atlant 0.03 2300 I-85 South		1% 1	% 1% 15% 1%	F 0.081		2200	G
West 58 Ramp	Mecklenburg County	Gap TO RT 85 S 0.15 NA I-85-S FROM RT]	NA		NA	
West 58 Ramp	From: Mecklenburg County To:	US 58 0.29 1600 I-85 North	A]	0.104		1500	Α
West 58 Ramp	City of Emporia (Maint: 40)	US 58 I-95-S011A TO AN 0.14 4400 I-95-S FROM RT	G]	0.082		4400	G
West 58 Ramp	City of Emporia (Maint: 40)	US 58 0.18 1200 I-95 North	G]	0.079		1200	G
West 58 258 Ramp	Southampton County	US 58 TO RTE 2 0.14 NA 1US 258-P C2US 258 US]	NA		NA	
West 58 Ramp	City of Suffolk	US 58 TO RTE 258 0.19 440	& 189 G]	0.143		440	G
West [58] Ramp	City of Suffolk	US 58-W451B TO RTE 0.03 110 US 258 Gap TO	G]	0.169		110	G
West 58 Ramp	City of Suffolk	US 58-W451A TO RTE 0.06 320 US 258 US 258-W013A TO 8	G]	0.134		320	G

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

		Primary and inters	ıaıe H0	utes										
Route	Jurisdiction	Length AADT	04	4Tire	Bus		Tru	ck		QC	_ K QI	Dir	AAWDT	ΟW
noute	Junsuiction	Length AADI	QA	41116	Dus	2Axle	e 3+Axle	1Trail	2Trail	QU	Factor	Factor	AAWDI	QVV
West	From:	US 58 TO ROUTE 664	EASTSC	OUTH										
8 Ramp	City of Chesapeake (Maint: 64)	0.29 490	F								0.097		490	F
<u> </u>	То:	-664-E FROM ROUTE 5	8,13&46	0 WEST										
West	From:	US 58 TO ROUTE 664	WESTN	ORTH										
8 Ramp	City of Chesapeake (Maint: 64)	0.22 3100	F								0.097		3100	F
	To: I-	-664-W FROM ROUTE 5	8,13&46	0 WEST										
West	From: C7US	S 58-W000A TO ROUTE	58 BUS	VA BEAC	CH									
8 Ramp	City of Virginia Beach (Maint: 75)	0.22 16000	G								0.082		16000	G
	To: I-264	-W FROM ROUTE 58 &	58 BUS	VA BEAC	CH									
ALT	From:	US 58 Jones	St											
Main St	Town of Jonesville (Maint: 52)	0.59 5900	G	96%	1%	1%	0%	2%	0%	С	0.099	0.57	6200	G
(30)	Total													
ALT	From:	NCL Jonesv												
ALT (58)	Lee County	3.51 6700	G	96%	1%	1%	0%	2%	0%	F	0.099	0.57	6700	G
<u> </u>	To:	52-645 Clyde Pea												
ALT WARREN AVE	rom:	52-645 VC Te		000/	00/	10/	40/	00/	00/	_	0.000	0.50	0000	_
58) W Morgan Ave	Lee County	2.58 8300	G	96%	0%	1%	1%	2%	0%	F	0.092	0.56	8800	G
ALT	To: From:	WCL Penningto	n Gap											
(58) Morgan Ave	Town of Pennington Gap (Maint: 52)	1.79 8300	N	96%	0%	1%	1%	2%	0%	N	0.092	0.56	8800	Ν
(30)							.,.		- , -		****			
ALT	From:	US 421 W, Old 2	Zion Rd											
58 421 E Morgan Ave	Town of Pennington Gap (Maint: 52)	0.40 12000	G	96%	0%	1%	1%	2%	0%	F	0.087	0.521	13000	G
\sim	Tα	US 421 E, Wood	wav Rd											
ALT TO ILLUSTRATE DE	From:			000/	201	40/	40/	00/	00/	_	0.00	0.540	0000	_
Trail of the Lonesome Pine	Town of Pennington Gap (Maint: 52)	0.23 6500	G	96%	0%	1%	1%	2%	0%	С	0.09	0.542	6900	G
ALT	To: From:	ECL Penningto	n Gap											
Trail of the Lonesome Pine	Lee County	4.60 6500	N	96%	0%	1%	1%	2%	0%	N	0.09	0.542	6900	N
38) 5. 11.6 25.1655.11.6 . 11.16	To:	Chapman R		0070	0,70	$\overline{}$. , ,	_,,	0,0	•	0.00	0.0.2	0000	
ALT	From:	Chapman Ro	oad											
Trail of the Lonesome Pine	Lee County	2.69 4100	G	97%	0%	1%	0%	2%	0%	F	0.085	0.576	4300	G
\bigcirc	To	52-642 Old Wood	lway Rd											
ALT	From:					 _				_				_
(58) Trail of the Lonesome Pine	Lee County	2.67 4500	G	97%	0%	1%	0%	2%	0%	F	0.09	0.636	4700	G
ALT	To: From:	52-982 S, Seminary	Church I	Rd										
Trail of the Lonesome Pine	Lee County	2.22 4300	G	97%	0%	1%	0%	2%	0%	F	0.091	0.653	4500	G
(38) Trail of the Lonesoffie Fille	Lee County				U /0	1 /0	U /0	~ /0	U /0	'	0.031	0.000	4300	a
ALT	To: From:	52-982 N, Seminary	Church 1	Rd										
Trail of the Lonesome Pine	Lee County	1.32 4900	G	97%	0%	1%	0%	2%	0%	F	0.089	0.656	5100	G
	То	Wise County	Line											
ALT	From:	Lee County I												
Pennington Gap Hwy	Wise County	1.50 5500	F	97%	0%	1%	0%	2%	0%	F	0.09	0.631	5800	F
<u>~</u>	To	97-608 Williams H	follow Ro	1										

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

								Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
ALT	From:		Williams Ho												
Pennington Gap Hwy	Wise County	0.56	5500	N	97%	0%	1%	0%	2%	0%	N	0.09	0.631	5800	N
ALT	To: From:	WCl	L Big Stone	Gap											
58 Cumberland Ave; Wood Ave	Town of Big Stone Gap	1.15	5600	F	97%	0%	1%	0%	2%	0%	С	0.093	0.595	6100	F
ALT	To: From:	,	W 1st Stree	t											
58 Wood Ave	Town of Big Stone Gap	0.13	5200	F	97%	0%	1%	0%	2%	0%	F	0.089	0.569	5700	F
<i>→</i>	To:		E 1st Street												
ALT 58 Wood Ave	Town of Big Stone Gap	0.42	4900	F	97%	0%	1%	0%	2%	0%	F	0.090	0.573	5400	F
38) 11000 / 110	To To		s US 23, 5th		01 70	0 70		0 70	270	0 70	•	0.000	0.070	0400	
ALT Bus	From:	2.24	US 23		000/	00/	101	00/	40/	00/	_	0.005	0.505	0700	
58) (23) E 5th St	Town of Big Stone Gap	0.24	8000 Gilley Ave	F	98%	0%	1%	0%	1%	0%	F	0.085	0.505	8700	ı
ALT Bus	From:		E 5th St												
58 23 Gilley Ave	Town of Big Stone Gap	0.93	9300	F	98%	0%	1%	0%	1%	0%	С	0.086	0.525	10000	١
ALT Bus	To: From:	SCI	Big Stone	Gap											
58 23 Gilley Ave	Wise County	0.35	9400	G	98%	0%	1%	0%	1%	0%	F	0.086	0.525	9800	(
\rightarrow \leftarrow	To	US	23; Bus US	5 23			\neg \vdash								
ALT 58 23 Orby Cantrell Hwy	Wise County	1.31	12000	F	94%	0%	1%	0%	5%	0%	F	0.094	0.516	12000	
\sim	To		S 97-610					* / *		• , •					
ALT	Wigo County	F 20		F	0.49/	00/	10/	00/	E0/	00/	F	0.000	0.500	16000	
Orby Cantrell Hwy	Wise County	5.30	15000	Г	94%	0%	1%	0%	5%	0%	г	0.092	0.532	16000	ı
ALT	Tro- From:		N 97-610												
58 23 Orby Cantrell Hwy	Wise County	0.86	15000	F	94%	0%	1%	0%	5%	0%	F	0.087	0.541	15000	l
ALT	To: From:	1	WCL Norton	n											
58 23	City of Norton (Maint: 97)	1.03	14000	G	94%	0%	1%	0%	5%	0%	F	0.087	0.541	15000	(
ALT	To From:		11th St												
58 23 Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50	16000	F	93%	0%	1%	1%	5%	0%	С	0.088	0.517	16000	ı
\rightarrow \bigcirc	Too		US 23												
ALT 58 Norton Coeburn Rd	City of Norton (Maint: 97)	1.06	11000	F	93%	1%	1%	1%	5%	0%	С	0.08	0.569	12000	ı
Norton Coepum Ad	Tax		se County L		90 /0	1 /0	1 /0	1 /0	J /0	0 /0	C	0.06	0.309	12000	
ALT	From:]	ECL Nortor	ı											
Norton Coeburn Rd	Wise County	2.04	11000	N	93%	1%	1%	1%	5%	0%	N	0.08	0.569	12000	١
ALT	To: From:		97-762												
58 Norton Coeburn Rd	Wise County	2.30	10000	F	93%	0%	1%	1%	4%	0%	F	0.082	0.600	11000	F
ALT	To: From:	97-813 OI	d Norton Co	oeburn I	Rd										
ALT 58 Norton Coeburn Rd	Wise County	1.67	10000	F	93%	0%	1%	1%	4%	0%	F	0.084	0.586	11000	F
35)	To:		VCL Coebu	rn										-	

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

				_				Trι	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
ALT	From:		VCL Coebur												
Norton Coeburn Rd	Town of Coeburn (Maint: 97)	0.94	10000	N	93%	0%	1%	1%	4%	0%	N	0.084	0.586	11000	Ν
ALT	To: From:	SR 1	158 W, Fron	nt St											
Senator M M Long Hwy	Town of Coeburn (Maint: 97)	0.90	7900	F	93%	0%	1%	1%	4%	0%	F	0.082	0.574	8600	F
$\overline{}$	To:	SR 7	2 Dunganno	on Rd											
ALT 58 Senator M M Long Hwy	Town of Coeburn (Maint: 97)	2.71	6800	F	93%	0%	1%	1%	4%	0%	F	0.085	0.535	7300	1
Senator M M Long Hwy	Town of Goedan (Maint. 97)	NCL Coebui				0 /6	1/0	1 /0	4 /0	0 /6	•	0.065	0.555	7300	
ALT	From:		Coeburn; 97		TTG										
58 Bull Run Rd	Wise County	4.35	6500	F	93%	0%	1%	1%	4%	0%	F	0.084	0.539	7000	
ALT	To: From:	97-	657 Carfax	Rd											
58 Bull Run Rd	Wise County	2.27	6700	F	93%	0%	1%	1%	4%	0%	F	0.082	0.518	7300	
36)	To	07.655	5 Russel Cre	ale Dd											
ALT	From:				000/	00/	40/	40/	40/	00/	_	0.004	0.500	0000	
58 Bull Run Rd	Wise County	1.34	7900	F	93%	0%	1%	1%	4%	0%	F	0.081	0.522	8600	
ALT	To: From:	W	CL Saint Pa	aul											
58 Bull Run Rd	Town of Saint Paul (Maint: 97)	0.30	7900	N	93%	0%	1%	1%	4%	0%	Ν	0.081	0.522	8600	
<i>→</i>	To	S	R 63 Wise S	St											
ALT 58 Bull Run Rd	Town of Saint Paul (Maint: 97)	0.48	9000	F	93%	0%	1%	1%	4%	0%	F	0.078	0.545	9800	
38) 2411 1141 114	To:		sell County I		0070	0 70		1 /0	470	0 70	•	0.070	0.040	3000	
ALT	From:	Wis	se County L	ine											
58 Castlewood Rd	Castlewood (Maint: 83)	2.56	11000	Α	93%	0%	1%	1%	4%	0%	С	0.107	0.500	12000	
ALT	To: From:	SR (SR 65 65 Memorial	1 Dr											
58 Castlewood Rd	Castlewood (Maint: 83)	1.04	8900	G	93%	0%	1%	1%	4%	0%	F	0.087	0.531	9700	
\rightarrow	To	SC	L Castlewoo	od											
ALT	From:				000/	00/	10/	10/	40/	00/	N.	0.007	0.504	0700	
Trail of the Lonesome Pine	Russell County	3.10	8900	N	93%	0%	1%	1%	4%	0%	N	0.087	0.531	9700	
ALT	To: From:		SR 71 West	t											
(71) Trail of the Lonesome Pine	Russell County	1.46	8800	G	93%	0%	1%	1%	4%	0%	F	0.064	0.657	9500	(
ALT	To: From:	SR 71 E, Tra	ail of the Lo	nesome	Pine										
58)	Russell County	1.98	6300	G	93%	0%	1%	1%	4%	0%	F	0.091	0.506	6900	(
	To To					0,0		. 70	.,0	0,70	•	0.00	0.000	0000	
ALT	From:		Honaker Cha												
58	Russell County	4.73	6600	G	93%	0%	1%	1%	4%	0%	F	0.089	0.566	7200	(
ALT	To: From:		US 19												
58 (19)	Russell County	1.98	14000	G	95%	0%	1%	1%	3%	0%	F	0.090	0.69	16000	(
\sim	To:		ngton Count												
	From:	Ruce	sell County I	Line											
ALT 58 (19) Porterfield Hwy	Washington County		14000	G	95%	0%	1%	1%	3%	0%	F	0.09	0.533	15000	(

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

							Tru	ıck			Κ	. Dir		
Route	Jurisdiction	Length A	AADT (A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor QI	(Factor	AAWDT	QV
ALT	From:		Mendota Ro											
[58] [19] Porterfield Hwy	Washington County	3.03 1	15000	G 95%	0%	1%	1%	3%	0%	F	0.089	0.558	16000	G
ALT	To: From:	95-700 F	Rich Valley I	Rd										
58 19 Porterfield Hwy	Washington County	3.79 1	17000	G 95%	0%	1%	1%	3%	0%	F	0.094	0.546	18000	G
\bigcirc	Τα	NCI	Abingdon											
ALT 58 (19) Porterfield Rd	Town of Abingdon		•	G 95%	0%	1%	10/	20/	0%	F	0.091	0.56	23000	G
58 (19) Porterfield Rd	Town of Abingdon				0%	1 70	1%	3%	0%	Г	0.091	0.56	23000	G
ALT	To: From:	US 19 P	orterfield Hy	vy										
58 Russell Rd	Town of Abingdon			G 99%	0%	1%	0%	0%	0%	С	0.093	0.51	9000	G
ALT.	To:		lley Street											
ALT 58 (11) Main St	Town of Abingdon		alley St 12000	G 98%	0%	1%	0%	0%	0%	F	0.081	0.509	12000	G
36) (11) 51	To:		Main St	u 0070	0,70		0 / 0	0,70	0 / 0	•	0.00	0.000	000	·
ALT	From:		US 11											
58 (75) Cummings St	Town of Abingdon	0.78 1		G 98%	0%	1%	0%	1%	0%	С	0.085	0.529	18000	G
÷	10:		I-81											
ALT	From	Bus US 23 Sou			00/	10/	00/	F0/	00/	F	0.004	0.510	10000	
58 23 Orby Cantrell Hwy	Wise County		12000 Powell Valle		0%	1%	0%	5%	0%	Г	0.094	0.516	12000	F
ALT	From:		Powell Valley	_										
58 23 Orby Cantrell Hwy	Wise County	5.30 1	15000	F 94%	0%	1%	0%	5%	0%	F	0.092	0.532	16000	F
• • • •	To: From:	97-610 N I	Powell Valle	y Rd										
ALT 58 (23) Orby Cantrell Hwy	Wise County	0.86 1	15000	F 94%	0%	1%	0%	5%	0%	F	0.087	0.541	15000	F
58 (23) Orby Cantrell Hwy	Tag			0.70	0 70		070	070	0 70	•	0.007	0.011	10000	•
ALT ,	From:		CL Norton											
58 (23)	City of Norton (Maint: 97)	1.03 1	14000	G 94%	0%	1%	0%	5%	0%	F	0.087	0.541	15000	G
ALT	To: From:	11Th S	st; 12th St Ex	t										
58 23 Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50 1	16000	F 93%	0%	1%	1%	5%	0%	С	0.088	0.517	16000	F
	To:	ALT US 58, SR 28												
ALT ALT		SR 283 A1US 58	3-P TO RTE		A 1: 1 1 0	50 fam al		1 to - (C) -						
58 (58) Ramp	City of Norton (Maint: 97)	0.19 US 23 FROM	A A I T DTE		Alt US	58 for a	irectiona	u traffic	volume	estin	ates for this	segment.		
U.T.	From													
ALT 58 Ramp	City of Norton (Maint: 97)	SR 283 A1US 58 0.19		23 SOUTH							0.101		2300	(
58) 1 141119	To:		by Cantrell F			1					0.101		2000	
Bus	From		h of Lawrenc	-										
58 46	Brunswick County			G 97%	1%	1%	0%	1%	0%	С	0.105	0.563	7000	C
\sim	To		awrenceville											
Bus (46)	Town of Lawrenceville (Maint: 12)			N 97%	1%	1%	0%	1%	0%	N	0.105	0.563	7000	Ν
	IOWN OT LAWRENCEVILLE (Maint: 12)	11 911					119/-	10/	119/-	M	0.105	11 563	7000	١\

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

Davida		L				D		Trι	ıck		00	K	01/	Dir	AANAADT	- 0141
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus 58 Main St	Town of Lawrenceville (Maint: 12)	SR 4 0.35	46, E Church 5600	n St G	97%	1%	1%	0%	1%	0%	F	0.097		0.551	5700	G
Main St	Town of Lawrenceville (Maint. 12)				31 /0	1 /0	1 /0	0 /0	1 /0	0 /6	•	0.097		0.551	3700	G
Bus	From:		. Lawrencev													
58 Lawrenceville Plank R	Rd Brunswick County	1.25	5600 vernor Harris	N	97%	1%	1%	0%	1%	0%	N	0.097		0.551	5700	N
<u> </u>	From				vy											
Bus 58	Town of Boydton (Maint: 58)	0.48	1000	G G	98%	1%	0%	0%	0%	0%	F	0.120		0.563	1000	G
	To		SR 92													
Bus 58	Town of Boydton (Maint: 58)	0.55	1100	G	98%	1%	0%	0%	0%	0%	С	0.107		0.785	1100	G
58)	Town of Boydion (Maint. 56)				90%	1 70	0%	076	0%	076	C	0.107		0.765	1100	G
Bus	Top From:		ICL Boydtor													
[58]	Mecklenburg County	0.05	1100	N	98%	1%	0%	0%	0%	0%	N	0.107		0.785	1100	N
	Front		East of Boy													
Bus 58 Market Dr	City of Emporia	0.21	West Interse	G	98%	0%	1%	0%	1%	0%	С	0.086		0.552	11000	G
36)	Toc		est Atlantic		0070	0,70		0,0	. , 0	0,0		0.000		0.002		
Bus	From:		58 Connect		000/	00/	20/	00/	00/	00/	0	0.000		0.500	11000	_
58 West Atlantic St	City of Emporia	0.44	10000	G	99%	0%	0%	0%	0%	0%	С	0.088		0.529	11000	G
Bus	Troi From:	Noi	rth Main Str													
58 East Atlantic St	City of Emporia	0.25	3700	G	87%	0%	1%	0%	11%	0%	F	0.091		0.528	3900	G
Bus	To: From:		Reese St													
58 East Atlantic St	City of Emporia	1.20	1700	G	87%	0%	1%	0%	11%	0%	С	0.088		0.555	1800	G
\rightarrow	Tα	US 58	East Interse	ection												
Bus	From		US 58		2221											
58 Clay St	Southampton County	2.32	2800	Α	98%	1%	1%	0%	0%	0%	С	0.131		0.582	3200	Α
Bus	To: Fron:	W	/CL Franklir	n												
58 Clay St	City of Franklin	1.18	3100	F	98%	1%	1%	0%	0%	0%	F	0.099		0.624	3600	F
Bus	To: From	Н	unterdale Ro	d												
58 Clay St	City of Franklin	0.58	3600	F	98%	1%	1%	0%	0%	0%	F	0.09		0.543	4200	F
\smile	To	Н	omestead Ro	d												
Bus 58 Clay St	City of Franklin	0.35	2800	F	98%	1%	1%	0%	0%	0%	F	0.090		0.613	3300	F
30 3/47 51	Tre	0.00		•	00 /0	1 /0						J.000		3.010		
Bus	Prom	0.46	Lee St		000/	40/		00/	00/	00/	_	0.005		0.500	0005	
58 Clay St	City of Franklin	0.16	1700	F F	98%	1%	1%	0% 0%	0% 0%	0% 0%	F	0.083	F	0.529	2000	F
	Combined Traffic Estimates for 2 Parallel Roadways on the		3700 Gardner St	Г	98%	1%	1%	0%	0%	0%	Г	0.083	г	0.552	4100	г

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

		Fillially all						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Gardner St				1	017.540				. 4010.		. 40.0.		
58 Clay St	City of Franklin	0.17	1600	F	98%	1%	1%	0%	0%	0%	F	0.085		0.641	1900	F
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	2800	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.569	3100	F
	To		High St													
Bus 58 4th Avenue	City of Franklin	0.26	1000	F	98%	1%	1%	0%	0%	0%	F	0.102		0.614	1100	F
58) 4111 Avenue	To:		Mechanic St		30 /6	1 /0	1 /8	0 /6	0 /6	0 /6	'	0.102		0.014	1100	•
Bus	From:		Fourth Ave													
58 Mechanic St	City of Franklin	0.10	2300	F	98%	1%	1%	0%	0%	0%	F	0.106		0.537	2700	F
\bigcirc	Тох	9	Second Ave													
Bus Bus	From:	0.10	US 258		000/	10/	10/	00/	00/	00/	_	0.007		0.550	7000	_
[58] [258]	City of Franklin	0.19	6600	F	98%	1%	1%	0%	0%	0%	F	0.087		0.558	7600	F
Bus Bus	To: From:	E	CL Franklir	1												
(58) (258)	Southampton County	0.03	6600	F	98%	1%	1%	0%	0%	0%	F	0.087		0.558	7600	F
00) (200)	To:	Isle of V	Wight Coun	ty Line												
Bus Bus	From:		npton Coun	_												
(58) (258) Carrsville Hwy	Isle of Wight County	1.54	6700	G	98%	1%	1%	0%	0%	0%	F	0.087		0.506	6900	G
<u>,</u>	To: From:	US 2	58 Walters	Hwy			\neg \vdash									
Bus 58 Carrsville Hwy	Isle of Wight County	5.11	2900	G	96%	1%	1%	1%	2%	0%	С	0.097		0.556	3000	G
(58) Carrsville Hwy	To:		VCL Suffolk	-	30 78	1 /0	170	1 /0	2 /0	0 70	O	0.037		0.550	3000	u
Bus	From:		Wight Coun													
58 Ruritan Blvd	City of Suffolk	2.65	2200	G	96%	1%	1%	1%	1%	0%	С	0.102		0.608	2400	G
\smile	Τα		SR 189				<u> </u>									
Bus	City of Suffolk	0.00		_	96%	10/	1%	10/	1%	00/	F	0.001		0.654	0000	_
(58) Holland Rd	City of Suffolk	0.26	2500	G	96%	1%	1%	1%	1%	0%	r	0.091		0.654	2600	G
Bus	To: From:	133-653 Dutc	h Rd; Glen	Haven I	Drive											
58 Holland Rd	City of Suffolk	0.46	3300	G	96%	1%	1%	1%	1%	0%	С	0.096		0.667	3500	G
	To:		US 58													
Bus	From:	Bi	us 58 Clay S	St												
(58) Lee Street	City of Franklin	0.16	1200	F	97%	1%	1%	0%	0%	0%	F	0.103		0.653	1300	F
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	2800	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.569	3100	F
	To:		High St													
Bus	From:		Lee Street									·		· · · · · · · · · · · · · · · · · · ·		
(58) High St	City of Franklin	0.27	1900	F	97%	1%	1%	0%	0%	0%	С	0.094		0.556	2100	F
<u>`</u>	Combined Traffic Estimates for 2 Parallel Roadw		3700	F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.552	4100	F
	To:	Bus	58 Fourth A	Ave												
Bus	From		East of Ho													
(58) Holland Rd	City of Suffolk	0.05	9500	G	96%	1%	1%	1%	1%	0%	F	0.095		0.569	10000	G
<u></u>	To	133-172	22 Kilby Sho	res Rd												
Bus 58 Holland Rd	City of Suffolk	1.79	8700	G	96%	1%	1%	1%	1%	0%	С	0.094		0.647	9200	G
(58) Holland Rd	Oity of Suffork		37 Constanc		90%	170	170	1 7/0	1 70	U%	C	0.094		0.047	9200	G
		3K 33	, Constalic	c Ku												

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

-				4			Tru	ıck			K	Dir	A A14/DT	0144
Route	Jurisdiction	Length I		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Bus	City of Suffolk		7 Holland Rd 8500 G	98%	0%	1%	0%	1%	0%	F	0.086	0.547	9000	G
(58) Constance Rd	City of Surfolk				0 /6	1 /0	U /6	1 /0	0 /6	'	0.000	0.547	9000	G
Bus	From:		olk Pitchkettle											
58 Constance Rd	City of Suffolk	0.86	9700 G	98%	0%	1%	0%	1%	0%	С	0.081	0.53	10000	G
Bus Bus Bus	To: From:	SR 3	32 Main St											
(58) (13) (460) Constance Rd	City of Suffolk		16000 G	97%	0%	1%	0%	2%	0%	F	0.08	0.566	17000	G
Bus Bus Bus	To: From:		nner Street ghland Ave											
58 13 460 Portsmouth Blvd	City of Suffolk		16000 G	97%	0%	1%	0%	2%	0%	С	0.084	0.525	17000	G
	To	SR 337	Washington St			— —								
Bus Bus Bus (58) (13) (460) Portsmouth Blvd	City of Suffolk		23000 G		0%	1%	1%	2%	0%	С	0.081	0.579	25000	G
(38) (13) (460). Steinbelli 2.10	Tα		US 58	0070	0,0		. , ,	_,,	0,0		0.00.	0.0.0		
Bus	From:	US 58 Soi	uthampton Pkw	/ y										
(58) (35) Meherrin Rd	Southampton County	2.03	2900 F	90%	1%	1%	1%	8%	0%	F	0.122	0.540	3000	F
Bus	To: From:	WCI	L Courtland											
(58) (35) Meherrin Rd	Town of Courtland (Maint: 87)	0.14	2900 N	90%	1%	1%	1%	8%	0%	Ν	0.122	0.540	3000	N
	To:		35 Main St											
Bus (58) Main St	Town of Courtland (Maint: 87)		Meherrin Rd 6700 F	90%	1%	1%	1%	8%	0%	С	0.092	0.535	6900	F
38)	To		Courtland		.,,		. , ,	0,0	0,0		0.002	0.000		
Bus	From:			000/	10/	10/	10/	00/	00/	N.I	0.000	0.505	0000	N.
58 Jeruselem Rd	Southampton County		6700 N uthampton Pkw		1%	1%	1%	8%	0%	N	0.092	0.535	6900	N
Bus	From:		8 Laskin Rd											
58 Virginia Beach Blvd	City of Virginia Beach		30000 F	97%	1%	1%	1%	0%	0%	F	0.074	0.553	32000	F
\bigcirc	To: From:	First	Colonial Rd			<u> </u>								
Bus (58) Virginia Beach Blvd	City of Virginia Beach	0.44 1	18000 F	97%	1%	1%	1%	0%	0%	F	0.076	0.537	17000	F
38) 1.19.1.10 2000.1 2.10	To		eana Blvd	0.70	.,,		. , ,	0 70	0,0	•	0.07.0	0.007		•
Bus Virginia Roseh Blud	City of Vivoinia Booch			070/	10/	10/	10/	00/	00/	F	0.000	0.506	11000	F
Virginia Beach Blvd	City of Virginia Beach			97%	1%	1%	1%	0%	0%	Г	0.082	0.536	11000	Г
Bus	Tree From:		rdneck Rd											
58) Virginia Beach Blvd	City of Virginia Beach		11000 F	97%	1%	1%	1%	0%	0%	С	0.081	0.504	10000	F
Pur	Econo		lantic Ave	VECT		<u>L</u>								
Bus (58) Ramp	City of Virginia Beach (Maint: 75		ROUTE 264 V	VESI							NA		NA	
<u></u>		IS 58-W503A TO RO		A BEACH	BL									
Bus Bus Bus	From:	Bu	us Us 23											
(58) (23) (421)	Scott County		2500 N	97%	0%	1%	1%	1%	0%	Ν	0.100	0.502	2700	Ν
<u> </u>	То:	CL	Gate City											

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

		Primary ar	iu iiileisia	ie no	utes							17		D:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK ,	Dir	AAWDT	QW
Due Due Due	From:		CI C-t- Cit-				2AXIE	3+Axle	TTRAIL	21raii		Factor		Factor		
Bus Bus Bus (58) (421) Daniel Boone Rd	Town of Gate City (Maint: 8		CL Gate City 2500	F	97%	0%	1%	1%	1%	0%	С	0.100		0.502	2700	F
Bus Bus Bus	To: From:		84-762													
58 23 421 Daniel Boone Rd	Town of Gate City (Maint: 8	84) 0.84	3400	F	99%	0%	1%	0%	0%	0%	F	0.09		0.598	3700	F
Bus Bus Bus	To: From:		84-763													
58 23 421 W Jackson St	Town of Gate City (Maint: 8	84) 0.15	8600	F	99%	0%	1%	0%	0%	0%	F	0.095		0.535	9300	F
Bus Bus Bus	To: From:		84-665													
58 23 421 W Jackson St	Town of Gate City (Maint: 8	84) 0.12	5900	F	99%	0%	1%	0%	0%	0%	F	0.087		0.522	6400	F
Bus Bus Bus	To: From:		SR 71													
58 23 421	Town of Gate City (Maint: 8	84) 0.47	8800	F	99%	0%	1%	0%	0%	0%	С	0.090		0.559	9600	F
Bus Bus Bus	To: From:		84-836													
58 23 421	Town of Gate City (Maint: 8		17000 South of Gat	F City	99%	0%	1%	0%	0%	0%	F	0.099		0.512	18000	F
Dua	From:	US 58: US 2			T Ivviv		1									
Bus 58 A L Philpott Hwy	Henry County	2.40	7300	F	98%	0%	0%	0%	1%	0%	С	0.095		0.673	7900	F
Bus Bus	To: From:	Bus US	220 Greensb	oro Rd												
58 220 Memorial Blvd	Henry County	0.72	16000	F	97%	0%	0%	0%	1%	0%	F	0.088		0.587	17000	F
Bus Bus	To: From:	SC	CL Martinsvil	le												
(58) (220) Memorial Blvd	City of Martinsville	0.71	18000	F	97%	0%	0%	0%	1%	0%	С	0.090		0.564	20000	F
Bus	From:		7 Starling Av 220 Memori													
58 57 Starling Ave	City of Martinsville	0.85	8800	F	98%	0%	1%	0%	0%	0%	С	0.088		0.539	9600	F
Bus	To: From:]	Mulberry Rd													
58 57 Starling Ave	City of Martinsville	0.15	7600	F	98%	0%	1%	0%	0%	0%	F	0.093		0.57	8200	F
Bus	From:		Church St Starling Ave													
58 57 Church St	City of Martinsville	0.10	10000	F	97%	1%	1%	0%	1%	0%	С	0.089		0.592	11000	F
Bus	From:		de St; Starling													
58 57 Church St	City of Martinsville	0.28	9500	F	97%	1%	1%	0%	1%	0%	F	0.085		0.557	10000	F
Bus	To: From:		Fairy St													
58 57 E Church Rd	City of Martinsville	0.26	9000	F	97%	1%	1%	0%	1%	0%	F	0.085		0.661	9800	F
Bus	To: From:]	Brookdale St													
58 57 E Church Rd	City of Martinsville	0.13	12000	F	98%	0%	0%	0%	1%	0%	F	0.083		0.603	13000	F
	10*		Hooker St													

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

		i iiiiaiy aii						Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Hooker St													
58 57 E Church Rd	City of Martin	sville 0.77	15000	F	98%	0%	0%	0%	1%	0%	С	0.086		0.616	16000	F
Bus	To: From:	EC	L Martinsvill	le												
58 (57) A L Philpott Hwy	Henry Cour	nty 0.54	13000	Α	98%	0%	0%	0%	1%	0%	С	0.1		0.611	14000	Α
	- To:	SB (57 Chatham I	Rd												
Bus A I Dhilleath I live	From:				000/	00/		00/	10/	00/	_	0.000		0.505	10000	_
58 A L Philpott Hwy	Henry Cour	nty 2.48	11000	F	98%	0%	0%	0%	1%	0%	F	0.082		0.585	12000	F
Bus	To: From:	44-93	30 Dogwood	Dr												
58 A L Philpott Hwy	Henry Cour	nty 0.51	10000	F	98%	0%	0%	0%	1%	0%	F	0.093		0.61	11000	F
	To:	US 58 W	Villiam F Stor	ne Hwy												
Bus	From:		US 1 South													
(58) (1) Danville St	Mecklenburg C	•	2100	G								0.11			2100	G
$\Leftrightarrow \Leftrightarrow \Leftrightarrow$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4900	G								0.113	F	0.575	5000	G
Pue	To: From:		US 1 North													
Bus 58 1 Danville St	Mecklenburg C	County 0.16	5000	N	95%	1%	1%	1%	2%	0%	Ν	0.11		0.565	5400	N
(3)	To:		CL South Hill				Ť	.,.	_,,			•				
Bus	From:		Locust St													
[58] [1] Danville St	Town of Sout	h Hill 0.28	7300	G	95%	1%	1%	1%	2%	0%	F	0.095		0.603	7800	G
Bus	10: From:	SC	Plank Rd CL South Hill	1												
58 1 Danville St	Town of Sout		5000	G	95%	1%	1%	1%	2%	0%	С	0.11		0.565	5400	G
	To:		Locust St													
Bus	From:		Plank Rd													_
58 1 Danville St	Town of Sout	h Hill 0.09	7700	G	95%	1%	1%	1%	2%	0%	F	0.097		0.563	8200	G
Bus	To: From:	Goo	odes Ferry Bl	vd												
58 1 Danville St	Town of Sout	h Hill 0.23	6600	G	95%	1%	1%	1%	2%	0%	F	0.103		0.551	7000	G
	To:		cklenburg Av													
Bus	From:		Danville St								_				2.00	_
58 1 Mecklenburg Ave	Town of Sout		7600 SD 47 Atlant	G	96%	1%	1%	1%	2%	0%	F	0.09		0.557	8100	G
Bus	From:		SR 47 Atlant US 1; SR 47	uc St												
58 Atlantic St	Town of Sout		10000	G	96%	0%	1%	1%	2%	0%	С	0.087		0.508	11000	G
	Tax		Windsor St													
Bus Atlantia Ct	From:				070/	00/	10′	10/	00/	00/	_	0.007		0.500	10000	_
58 Atlantic St	Town of Sout		12000	G	97%	0%	1%	1%	2%	0%	С	0.087		0.508	13000	G
			58 E Atlantic													
Bus 58 Dr Thomas Walker Rd	Lee Count		S 58; 52-687 1200	G	94%	0%	1%	1%	4%	0%	F	0.096		0.546	1200	G
OS DI Momas Wainer Nu	LGG COUIT	,	Daniel Boone		J 7 /0	0 /0		1 /0	→ /0	0 /0	•	0.030		0.540	1200	u
Puo	From:		8 Jeb Stuart F				1									
Bus (58) (8)	Patrick Cou		3300	N N	99%	0%	0%	0%	0%	0%	N	0.11		0.533	3400	Ν
[58] [8]	To:	·	WCL Stuart		30,0	0,0		0,0	0,0	0,0				3.000	0.00	••

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

					_		Tru	ıck			K .	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	K Factor	AAWDT	QW
Bus Distance Of	From:		CL Stuart	000/	00/	00/	00/	00/	00/	_	0.004	0.500	0.400	
(58) (8) West Blue Ridge St	Town of Stuart (Maint: 70)		uart; Patrick Ave	99%	0%	0%	0%	0%	0%	С	0.091	0.509	3400	G
Rue	From:		58; 58-815											
Bus (58) (49) Virginia Ave	Mecklenburg County		4100 G	98%	0%	1%	0%	0%	0%	F	0.093	0.519	4100	G
Rue	To: From:	WCI	. Clarksville											
Bus (58) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.97	3800 G	98%	0%	1%	0%	0%	0%	С	0.093	0.519	3900	G
Rue	To: From:	US 15	W, College St											
Bus 58 (15) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.88	7000 G	99%	0%	0%	0%	1%	0%	С	0.088	0.515	7200	G
\bigcirc \bigcirc	To From:	NCL	Clarksville											
Bus (15) (49)	Mecklenburg County	0.84	7000 N	99%	0%	0%	0%	1%	0%	Ν	0.088	0.515	7200	N
	To:	US 58 Ea	ast of Clarksville											
Bus	From:		nville Expressway											
58 Martinsville Hwy	Pittsylvania County		12000 N	93%	1%	1%	0%	5%	0%	N	0.098	0.651	13000	N
Bus	. To: From:	WCL Danville	e; SR 51 Westove	er Dr										
58 Riverside Dr	City of Danville	4.97	12000 F	93%	1%	1%	0%	5%	0%	F	0.098	0.651	13000	F
Bus	To From:	Bus US	S 29 Park Ave											
58 Riverside Dr	City of Danville	0.93	14000 F	93%	1%	1%	0%	5%	0%	F	0.088	0.565	14000	F
Bus	To: From:	SR 51	Westover Dr											
58 Riverside Dr	City of Danville	0.51	23000 G	93%	1%	1%	0%	5%	0%	F	0.083	0.519	23000	G
Bus	To: From:	Bus US	29 Central Blvd											
58 Riverside Dr	City of Danville	0.24	24000 F	93%	1%	1%	0%	5%	0%	F	0.085	0.556	25000	F
~	Tor	Pine	y Forest Rd											
Bus 58 Riverside Dr	City of Danville		22000 F	93%	1%	1%	0%	5%	0%	F	0.088	0.516	22000	F
\checkmark		Ar	nette Blvd											
Bus 58 Riverside Dr	City of Danville		14000 F	93%	1%	1%	0%	5%	0%	F	0.089	0.502	14000	F
58 Tilverside Di	Oity of Darivine			30 /6	1 /0	1 /0	0 /6	J /6	0 /6	'	0.003	0.302	14000	•
Bus	From:		Main St						2-1	_				
58 (360) River St	City of Danville		16000 F	93%	1%	1%	0%	5%	0%	F	0.089	0.514	16000	F
Bus	To: From:		Halifax Rd											
58 360 South Boston Rd	City of Danville		15000 F	93%	1%	1%	0%	5%	0%	F	0.085	0.53	15000	F
	To		Danville Express	sway										
Bus 58 Jeb Stuart Hwy	Patrick County	US 58 0.93	Danville Pike 590 G	90%	1%	1%	1%	7%	0%	F	0.105	0.61	620	G
(36) 300 Statist (W)	Tallion Goully		idge Parkway	00 /0	1 /0		1 /0	1 /0	0 /0	•	3.100	0.01	020	G

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

		Primary a	nd intersta	te Ro	utes										
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	K .	QK _D	AAWD ⁻	T Q
	From:	DI DI					2Axle	3+Axle	1 I rail	21rail		Factor	Fac	tor	
Bus 58 (Jeb Stuart Hwy	Patrick Cou		e Ridge Parkv 1300	vay G	90%	1%	1%	1%	7%	0%	F	0.103	0.6	06 1300	G
58 Jeb Stuart Hwy	To:		58 Danville P		30 70	1 /0	1/0	1 /0	1 /0	0 70	·	0.100	0.0	1000	
Puo	From:		Alt US 58	inc											
Bus 58)	Lee Coun	ty 1.72	3700	G	95%	0%	1%	1%	2%	0%	С	0.09	0.5	85 3900	G
30)	To:		Alt US 58								_				
	From:	SR 47 No	orth of Drakes	s Branc	·h										
59)	Town of Drakes Brand		1200	F	93%	1%	1%	2%	4%	0%	С	0.098	0.6	56 1200	F
	Tor		L Drakes Brai	nah											
50	Charlotte Co		1200	N	93%	1%	1%	2%	4%	0%	Ν	0.098	0.6	56 1200	1
59)	T-					. , 0		_,0	.,0	0,0	• •	0.000	0.0		•
	From: Town of Keysville (VCL Keysville 1200	<u>е</u> N	93%	1%	1%	2%	4%	0%	N	0.098	0.6	56 1200	
59)	To:		R 40 Keysvill		33 /6	1 /0	1 /8	2/0	4 /0	0 /6	14	0.030	0.0	30 1200	1
	From:		Virginia State				1								
60 (64)	Alleghany Co		virginia State	Line	S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segment		
00) (64)	Combined Traffic Estimates for 2 Parallel	,	9400	G	77%	1%	1%	1%	20%	0%		0.079			(
	Tallor				7770	1 /0		1 70	2070	070	•	0.070	. 0.0	00 0000	`
	From: Alleghany Co		98 Jerrys Rur	n Rd	9	00 64	for dire	otional t	offic vo	lumo oc	timat	oc for thic	segment		
60) 64)	Combined Traffic Estimates for 2 Parallel	,	0500	G	77%	1%	1%	1%	20%	0%		0.079	F 0.5		
	Combined Traine Estimates for 21 arailer				11 /6	1 /0	1 /0	1 /0	20 /6	0 /6	'	0.073	1 0.5	14 0900	
$\neg \Box$	Alleghany Co		61 Ogle Creel	k Rd		04	مانام برما			l	41				
60 64	9 ,	,	0000	_									segment		_
	Combined Traffic Estimates for 2 Parallel		8900 ast Ramp to S	G	77%	1%	1%	1%	20%	0%	F	80.0	F 0.5	10 8300	
	From:	I-04 La	I-64 East	K 139											
60 (64) Ramp	Alleghany Co	ounty 0.22			S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segment		
\sim \sim	To:	SR 1	59 Midland T	Γrail											
60 Midland Trail Rd	Alloghony Co	bunty 4.69	I-64		010/	0%	10/	2%	170/	00/	С	0.097	0.0	200	
60 Midland Trail Rd	Alleghany Co	Junity 4.69	2100	G	81%	0%	1%	2%	17%	0%	C	0.097	0.6	2200	(
-	To: From:		CL Covingto				<u></u>								
60 N Monroe Avenue	City of Covin	gton 0.09	4000	G	98%	0%	0%	0%	0%	0%	F	0.091	0.5	85 4300	(
<u>~</u>	To: From:		54 W Riversio	de St											
60 N Monroe Avenue	City of Covin	gton 0.14	3800	G	98%	0%	0%	0%	0%	0%	F	0.095	0.5	75 4100	(
~	To: From:	W	Locust Stree	et											
S Monroe Avenue	City of Covin	gton 0.43	5000	G	98%	0%	0%	0%	0%	0%	С	0.092	0.5	12 5400	
)	To:		E Oak Street												
~							 .		00/	00/	_	0.096	0.0	55 5800	(
60 S Monroe Avenue	City of Covin		5500	G	98%	0%	0%	0%	0%	0%	F	0.096	0.6	55 5600	_ (
60 S Monroe Avenue	City of Covin	gton 0.40			98%	0%	0% —	0%	0%	0%		0.096	0.6	55 5600	
S Monroe Avenue	To:	gton 0.40 US 22	5500 0 N Alleghan 13000		98%	0%	0% 0%	0% 	0%	0%	- 	0.096	0.6		

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

Davita		و مناه ما المعادية	1.2.		ADT		4T:ua	Dura		Trı	ıck		00	K	OK	Dir	A A \ A \ D T	014
Route		Jurisdiction	ı Lei		ADT (41116	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
60 (220 East Madison St		City of Coving	iton 0		hland Ave 5000		91%	1%	1%	1%	7%	0%	С	0.086		0.600	16000	G
60 220 East Madison St		Oity of Coving	0.				3176	1 /0	1 /0	1 /0	1 /0	0 /6	O	0.000		0.000	10000	u
60 220 E Madison St		City of Coving	iton 0.		Carpenter S 3000	G G	90%	1%	1%	1%	8%	0%	С	0.084		0.595	14000	G
60) (220) =		To:					0070	. , 0		. , 0	0,70	0,0		0.00		0.000		
60 220 Madison St		Alleghany Cou	unty 0.		Covington 3000	G	90%	1%	1%	1%	8%	0%	F	0.083		0.538	13000	G
00) (220)		To		ŢŢ	S 220													
(60) (220)		Alleghany Cou	unty 0.			N	90%	1%	1%	1%	8%	0%	Ν	0.083		0.538	13000	Ν
~ ~		To:		I-64 Fast	of Covingt	rton												
(60) (60) (220) Ramp to I-6	64 E at Exit 16	Alleghany Cou				G								0.084			4800	G
		To:	I-64-E FRO				SOUTH											
		Alleghany Cou	inty 4	US 60 .81); US 220		Sc	na 1-64	for direc	tional ti	raffic vo	luma as	timat	es for this	e eaar	mant		
[60] [64] [220]	Combined Traffic Estimate		,		9000	G	77%		1%	1%		0%		0.079	_		18000	G
	Combined Traine Estimate	To: T	- Todawayo on the rio		3-696		7770	1 70		170	2070	070	•	0.070	•	0.027	10000	•
(60) (64) (220)		Alleghany Cou	ıntv 2.	.37	3-090		Se	ee I-64	for direc	tional t	raffic vo	lume es	timate	es for this	s sear	nent.		
(00) (04) (220)	Combined Traffic Estimate		•	-	9000	G	77%		1%	1%	20%	0%	F	0.085	F		18000	G
		To	BUS US 60															
60 (64) (220)		Alleghany Cou		.11	220 11051	or cint		e I-64	for direc	tional to	raffic vo	lume es	timate	es for this	segr	nent.		
	Combined Traffic Estimate	s for 2 Parallel F	Roadways on this Ro	oute: 14	4000	G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
		To		WCL C	lifton Forg	ge												
(60) (64) (220)	Town	of Clifton Forge	(Maint: 03) 1.	.55			Se	ee I-64	for direc	tional t	raffic vo	lume es	timate	es for this	segr	ment.		
\bigcirc	Combined Traffic Estimate	s for 2 Parallel F	Roadways on this Ro	oute: 14	4000	G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
		To: From:		ECL Cl	lifton Forge	je												
(60) (64) (220)		Alleghany Cou	•	.97										es for this	_			
\diamond \diamond \diamond	Combined Traffic Estimate	s for 2 Parallel F	Roadways on this Ro	oute: 14	4000	G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
~~~		To: From:			BUS US 6	60							_					
(60) (64)		Alleghany Cou	•	.78										es for this	·			_
~ ~	Combined Traffic Estimate	s for 2 Parallel F	Roadways on this Ro	oute: <b>1</b> 1	1000	G	77%	1%	1%	1%	20%	0%	F	0.086	F	0.528	10000	G
$\sim$		To: From:			2, SR 269			1.04			"							
60 64	Occasion of Tarkin Fathers	Alleghany Cou	,	.38		_								es for this	_		0000	_
,	Combined Traffic Estimate	s for 2 Parallel F	Roadways on this Ro			G	77%	1%	1%	1%	20%	0%	F	0.086	F	0.571	8200	G
$\bigcirc$		Alloghopy Co.	untu. E		R 269		<u> </u>	- L C 4	for direc	tional t	roffic vo	luma aa	tim at	aa far thir		mant.		
(60) (64)	Combined Traffic Estimate	Alleghany Cou		.34	2000	G		1%	1%	tionai ti 1%	20%	iume es 0%	ıımaı F	es for this 0.08	s segr F	nent. 0.503	7300	G
	Combined Hame Estillate	io iui z raialiel F	•		<b>'800</b> e County I		77%	1 70	1 70	1 70	ZU 70	0 %	Г	0.00	ı	0.503	7300	G
~~~		From:			County L													
(60) (64)		Rockbridge Co	•	.92				ee I-64				lume es		es for this	segr	ment.		
~ ~	Combined Traffic Estimate	s for 2 Parallel F	Roadways on this Ro			G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.503	7300	G
		To:		81	1-780													

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK _ Dir	AAWDT	QW
	From		81-780				2Axle	3+Axle	1Trail	2Trail		Factor	Factor		
(m) (m)	Rockbridge County	7.38	81-780		S	ee I-64 f	or direc	tional tr	affic vo	lume es	timat	es for this	segment.		
60) 64)	bined Traffic Estimates for 2 Parallel Roadwa		8700	Α	77%	1%	1%	1%	20%	0%	С		A 0.595	8200	Α
Com	To:	ys on this rioute.	US 60	<u> </u>	11/6	1 /0		1 /0	20 /0	0 /6	O	0.120	A 0.595	0200	
	From:	I-64-E TO		T & EAS	ST										
60 64 Ramp	Rockbridge County	0.18				ee I-64 f	or direc	tional tr	affic vo	lume es	stimate	es for this	segment.		
~	To: From:	I-64, 81- 623					J-								
60	Rockbridge County	0.43	1800 31 Big Sprir	G	95%	1%	1% —	2%	1%	0%	С	0.103	0.524	1900	G
60	From: Rockbridge County	3.09	2000	G	97%	0%	1%	1%	1%	0%	С	0.115	0.661	2100	G
60)	- Tookshage county				0, 70	0 70		. 70	1 /0	070	Ū	0.110	0.001	2100	Ğ
~	From		West of Le		070/	00/		40/	40/	00/		0.400	0.070	4000	_
60)	Rockbridge County	2.08	4100	G	97%	0%	1%	1%	1%	0%	F	0.102	0.672	4300	G
~~~	To: From:	W	CL Lexingt												
60 Nelson St	City of Lexington	0.25	4200	G	98%	0%	1%	1%	0%	0%	С	0.094	0.628	4400	G
<u>~</u>	To		Borden Rd												
60 Nelson St	City of Lexington	0.33	5800	G	98%	0%	1%	1%	0%	0%	F	0.094	0.539	6100	G
~~ <u>-</u>	To: From:		lasgow Stre				<u> </u>								
Nelson St	City of Lexington	0.20	5700	G	98%	0%	1%	1%	0%	0%	F	0.093	0.564	6000	G
~	To: From:	I	C2US 11-P	)											
Nelson St	City of Lexington	0.11	7600	G	98%	0%	1%	1%	1%	0%	F	0.089	0.549	8000	G
Nolsen Ct	City of Levipotes		indolph Stre		98%	0%	10/	10/	10/	00/	F	0.089	0.540	7200	G
60 Nelson St	City of Lexington	0.21	6900	G	96%	0%	1%	1%	1%	0%	Г	0.089	0.549	7300	G
<u></u>	To: From:	S	potswood E												
60 Nelson St	City of Lexington	0.35	13000	G	98%	0%	1%	1%	1%	0%	С	0.091	0.554	14000	G
~	To	ECL L	exington at	US 11											
60 Midland Trail	Rockbridge County	2.15	13000	G	94%	0%	1%	4%	1%	0%	С	0.095	0.54	14000	G
	то	1 01 1	East of Lexi	naton											
60 Midland Trail	Rockbridge County	2.17	14000	G	93%	1%	1%	1%	4%	0%	С	0.091	0.55	14000	G
60) Wildiana Traii	Trookshage county				0070	1 /0		1 /0	470	0 70	Ü	0.001	0.00	14000	u
Allelland Tooli Lanca A Ander	To: From:		W, Pathfin		000/	40/		40/	40/	00/		0.004	0.710	40000	_
60 Midland Trail, James A. Ander	son Memorial Hwy Rockbridge County	0.90	12000	G	93%	1%	1%	1%	4%	0%	F	0.091	0.713	13000	G
	To: From:	WC	L Buena V	ista											
60 Lexington Ave	City of Buena Vista	0.08	11000	G	94%	0%	1%	1%	4%	0%	F	0.089	0.525	11000	G
~	To	A	lleghany Av	ve			$\lnot$ —								
60 Lexington Ave	City of Buena Vista	0.53	10000	G	94%	0%	1%	1%	4%	0%	С	0.091	0.512	11000	G
	To						_								
60 29th St	City of Buena Vista	1.31	Beech Ave 4900	G	91%	0%	1%	1%	6%	0%	С	0.106	0.533	5200	G
60 29th St	City of bueria vista	1.31	4900	G	91%	U-76	1 70	1 70	0%	U%	C	0.106	0.533	5200	G
~~	To: From:		L Buena Vi				$\Box$								
60}	Rockbridge County	3.12	1600	G	91%	0%	1%	1%	6%	0%	F	0.082	0.539	1700	G
<u> </u>	Tα	Amh	erst County	Line											

5/2/2016

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

			4	_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
~ – .	From:	Rockbridge County Line											
Lexington Tpke	Amherst County	9.42 <b>930 G</b>	84%	1%	2%	3%	9%	0%	С	0.114	0.568	950	
~	To- From:	05-635 Forks of Buffalo											
60 Lexington Tpke	Amherst County	6.92 <b>1500 G</b>	84%	1%	2%	3%	9%	0%	F	0.089	0.557	1600	
~	To:	05-778 West of Amherst											
60 Lexington Tpke	Amherst County	5.30 <b>2600 G</b>	84%	1%	2%	3%	9%	0%	F	0.09	0.61	2700	
<del>&gt;</del>	Tα	WCL Amherst											
Exington Tpke	Town of Amherst (Maint: 05)	0.44 <b>2600 N</b>	84%	1%	2%	3%	9%	0%	Ν	0.09	0.61	2700	
90) =5/m/g/cm · Fr/c			0.70	. , 0		0,0	0 / 0	0 / 0		0.00	0.0.	_, 00	
T Levington Ave	Town of Amboret (Maint, OF)	Bus US 29 Main St	84%	10/	2%	3%	9%	00/	F	0.089	0 E11	7400	
E. Lexington Ave	Town of Amherst (Maint: 05)	0.45 <b>7200 G</b>	64%	1%	2%	3%	9%	0%	Г	0.069	0.511	7400	
~	To: From:	US 29 By-Pass East of Amh											
60 Richmond Hwy	Town of Amherst (Maint: 05)	0.18 <b>6000 G</b>	90%	2%	1%	1%	6%	0%	С	0.104	0.518	6200	
<del></del>	To: From:	ECL Amherst											
60 Richmond Hwy	Amherst County	0.75 <b>6000 N</b>	90%	2%	1%	1%	6%	0%	Ν	0.104	0.518	6200	
~	To	05-606 W, Dulwich Dr											
Richmond Hwy	Amherst County	3.29 <b>6000 N</b>	90%	2%	1%	1%	6%	0%	Ν	0.104	0.518	6200	
,	To												
60 Richmond Hwy	Amherst County	05-600 Riverville Rd 4.05 <b>2000 G</b>	90%	2%	1%	1%	6%	0%	F	0.087	0.525	2100	
60 Richmond Hwy	Annierst County	Nelson County Line	30 /6	2 /0	1 /0	1 /0	0 /0	0 /6	'	0.007	0.525	2100	
	From:	Amherst County Line											
60 Richmond Hwy	Nelson County	6.33 <b>1500 G</b>	76%	0%	1%	1%	21%	0%	С	0.087	0.504	1600	
<del></del>	To:	Appomattox County Line	<b>)</b>										
~~	From:	Nelson County Line							_				
Anderson Hwy	Appomattox County	4.14 <b>780 G</b>	76%	0%	1%	1%	21%	0%	F	0.091	0.527	800	
~	From:	Buckingham County Line Appomattox County Line			-								
30 James Anderson Hwy	Buckingham County	9.37 <b>720 F</b>	83%	1%	1%	1%	13%	0%	F	0.096	0.711	750	
50) 5411165 71114615511 71119	- Jacking name of the state of		0070	1 70		1 70	1070	070	•	0.000	0.7 1 1	700	
James Anderson Hum	From:	SR 24 Mount Rush	000/	10/	10/	10/	100/	00/		0.000	0.545	0000	
James Anderson Hwy	Buckingham County	2.02 <b>2500 F</b>	83%	1%	1%	1%	13%	0%	С	0.096	0.545	2600	
<u> </u>	To: From:	SR 56 Dentons Corner											
60 James Anderson Hwy	Buckingham County	1.75 <b>3500 F</b>	89%	1%	1%	1%	8%	0%	С	0.097	0.559	3700	
<del>~</del>	To:	14-633 Buckingham CH											
60 James Anderson Hwy	Buckingham County	14-633 Oak Hill Rd 4.03 <b>4200 F</b>	83%	1%	1%	1%	13%	0%	F	0.087	0.551	4300	
James Anderson Hwy	Buckingham County	4.00 <b>4200</b> F	00 /6	1 /0	1 /0	1 /0	13/0	0 /6	'	0.007	0.551	4300	
~	To: From:	US 15 Sprouses Corner						•					
60 James Anderson Hwy	Buckingham County	8.38 <b>2200 F</b>	89%	1%	2%	3%	5%	0%	С	0.102	0.613	2300	
~	To:	Cumberland County Line											
60 Anderson Hwy	Cumberland County	Buckingham County Line 4.06 <b>2400 G</b>	89%	1%	1%	2%	7%	0%	С	0.095	0.506	2500	
60) Alluerson I Iwy	Tro	SR 45 West of Cumberland		1 /0	1 /0	Z /0	1 /0	U /o	O	0.093	0.506	2300	

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

						Tru	ck			K	D	ir		
Route	Jurisdiction	Length <b>AADT QA</b> 4	Tire	Bus		3+Axle			QC	Factor	QK Fac		AAWDT	QW
	From:	SR 45 West of Cumberland CH												
60 45 Anderson Hwy	Cumberland County	2.42 <b>5700 G</b> 8	39%	1%	2%	3%	5%	0%	F	0.084	0.5	17	5900	G
	To	24-600 Cumberland CH												
60 45 Anderson Hwy	Cumberland County		93%	1%	1%	1%	5%	0%	С	0.086	0.5	25	6700	G
(00) (43)								- , -						-
60 45 Anderson Hwy	Cumberland County	SR 13 Old Buckingham Rd 1.34 <b>5000 G</b> 9	92%	1%	1%	1%	5%	0%	С	0.087	0.5	24	5200	G
60 (45) Anderson Hwy	Cumberiand County	1.34 <b>5000 G</b> 9	92%	170	170	170	5%	0%	C	0.087	0.5	24	5200	G
~~~	T _O . From:	SR 45 East of Cumberland CH												
60 Anderson Hwy	Cumberland County	6.05 4500 A 9	94%	0%	1%	1%	4%	0%	С	0.108	0.6	15	4600	Α
~	To:	Powhatan County Line												
~	Powledge County	Cumberland County Line	340/	00/	10/	10/	40/	00/	_	0.004	0.0	07	0100	_
60)	Powhatan County	4.19 5900 G 9	94%	0%	1%	1%	4%	0%	F	0.084	0.6	97	6100	G
	To: From:	72-629 Old Tavern Rd; Trenholm Re	d											
60}	Powhatan County	5.41 7900 G 9	94%	0%	1%	1%	4%	0%	F	0.085	0.0	69	8100	G
$\stackrel{\smile}{\smile}$	To	US 522 Maidens Rd												
60 James Anderson Hwy	Powhatan County		96%	0%	1%	1%	2%	0%	F	0.087	0.6	42	19000	G
00)	~							-,-						-
~~ \	From:	SR 300 Scottsville Rd	200/	00/	10/	40/	00/	00/	_	0.004	0.0	٥٦	05000	$\overline{}$
60 James Anderson Hwy	Powhatan County	5.01 24000 G 9	96%	0%	1%	1%	2%	0%	F	0.091	0.6	25	25000	G
~	To: From:	72-622 Dorset Rd												
60 James Anderson Hwy	Powhatan County	2.88 28000 G 9	96%	0%	1%	1%	2%	0%	С	0.098	0.6	37	29000	G
<u> </u>	To	Stavemill Rd												
60 James Anderson Hwy	Powhatan County		96%	0%	1%	1%	2%	0%	F	0.098	0.6	74	33000	G
00)	To:	Chesterfield County Line	, .	- , -	Ť	.,.		-,-	-					-
	From:	Powhatan County Line												
60 Midlothian Tpke	Chesterfield County	1.36 32000 N 9	99%	0%	0%	0%	1%	0%	Ν	0.094	0.6	48	34000	Ν
$\overline{}$	To	20-607 Huguenot Springs Rd												
60 Midlothian Tpke	Chesterfield County		99%	0%	0%	0%	1%	0%	F	0.094	0.6	48	34000	F
00)	-			0 70		0 / 0	. , •	0,0		0.00	0.0		0.000	•
A Abdicated and Training	From:	SR 288	200/	00/	20/	00/	40/	00/	_	0.000	0.5	٥٥	05000	_
60 Midlothian Tpke	Chesterfield County	0.63 33000 F 9	99%	0%	0%	0%	1%	0%	F	0.098	0.5	65	35000	F
	To: From:	20-667 Otterdale Rd												
60 Midlothian Tpke	Chesterfield County	1.46 33000 F 9	99%	0%	0%	0%	1%	0%	F	0.097	0.5	51	35000	F
\searrow	To	20-754 Coalfield Rd												
60 Midlothian Tpke	Chesterfield County		99%	0%	0%	0%	1%	0%	F	0.087	0.5	91	43000	F
00)	-			0 70		0 / 0	. , •	0,0		0.007	0.0	٠.	.0000	•
~~~	From:	SR 147 Huguenot Rd	2001	00/	20/	00/	40/	00/	_	0.4		0.4	55000	
60 Midlothian Tpke	Chesterfield County	1.79 <b>52000 F</b> 9	99%	0%	0%	0%	1%	0%	С	0.1	0.5	U1	55000	F
~~	To: From:	20-675 Robius Rd												
60 Midlothian Tpke	Chesterfield County	1.12 <b>61000 F</b> 9	99%	0%	0%	0%	1%	0%	F	0.084	0.5	15	65000	F
<u> </u>	To	SR 76 Powhite Pkwy			<u> </u>									
60 Midlothian Tpke	Chesterfield County		99%	0%	0%	0%	1%	0%	F	0.085	0.5	38	57000	F
bu) maiotinari i pike	To:	20-678 Providence Rd	,,,,	0 /0		0 /0	1 /0	0 /0	'	0.000	0.0	50	0,000	
		20-070 FIOVIDENCE NO												

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

			id interstate	rioato				Tru	ck			K	Г	Dir	
Route	Jurisdiction	Length	AADT Q	<b>QA</b> 4	Tire	Bus		3+Axle			QC	Factor	ΩK	ctor AAWI	DT C
	From:	20-67	8 Providence R	d			ZAXIC	OTAXIC	TITAL	ZIIdii		1 actor	1 4	Cloi	
60 Midlothian Tpke	Chesterfield Co				99%	0%	0%	0%	1%	0%	F	0.084	0.	517 5900	0
,	To														
60 Midlothian Tpke	City of Richmo	SR 150 Chippenl and 0.38			mond 99%	0%	0%	0%	1%	0%	F	0.088	0	538 5400	0 0
60 Midiotrilari Tpke	City of Alchino	onu 0.36	51000 (	<b>G</b> 8	9970	0%	0%	076	1 70	0%	Г	0.000	0.	336 3400	, ,
~~~	T _{CC} From:		Carnation St												
60 Midlothian Tpke	City of Richmo	ond 1.78	26000 I	F 9	98%	1%	1%	0%	0%	0%	С	0.088	0.	594 2800	0
~	To	SR	161 Belt Blvd				_								
60 Midlothian Tpke	City of Richmo			F 9	98%	1%	1%	0%	0%	0%	F	0.091	0.	581 2000	0
	To:]	Roanoke St												
	From:	Mi	idlothian Tpke												
60 Roanoke St	City of Richmo	ond 0.45	8500 I	F 9	98%	1%	0%	0%	0%	0%	С	0.092	0.	574 9200	0
~	To:		orest Hill Ave												
~~_	From:		Roanoke St		200/	10/		201	00/	00/	_	0.000		040	
60 Forest Hill Ave	City of Richmo			F 9	98%	1%	0%	0%	0%	0%	F	0.093	0.	616 2600	00
~	To:		Semmes Ave												
So Semmes Ave	City of Richmo		20000	F 9	98%	1%	0%	0%	0%	0%	С	0.097	0	645 2200	0
Semmes Ave	City of Richino	onu 1.13	20000 i	Γ 8	90%	1%	0%	0%	0%	0%	C	0.097	0.	045 2200	10
~	T _O . From:		S 301 Cowardin	Ave											
Semmes Ave	City of Richmo	ond 0.56	12000 I	F 9	98%	1%	0%	0%	0%	0%	F	0.115	0.	686 1300	0
~ <i></i>	To:		nchester Bridge												
~,, , , , , , , , , , , , , , , , , , ,	Prom:		Semmes Ave		200/	40/		201	00/	00/	_	0.404			
60 Manchester Bridge	City of Richmo	ond 0.49		G 9	98%	1%	0%	0%	0%	0%	F	0.121	0.	601 2200	00
<u>~</u>	From:	Mor	9th St nchester Bridge												
60 9th St	L City of Richmo				98%	1%	0%	0%	0%	0%	F	0.168		6800	0
30) 9111 31	-										'		г о		
	Combined Traffic Estimates for 2 Parallel R	•	14000 R 147 Cary St	r 8	98%	1%	0%	0%	0%	0%	F	0.114	F 0.	641 1600	10
	From		R 147 Cary St R 147; 9th St												
GO Cary St	City of Richmo			F 9	98%	1%	0%	0%	0%	0%	F	0.08		5100	0
50) 04., 01	Combined Traffic Estimates for 2 Parallel R				98%	1%	0%	0%	0%	0%	F	NA		1500	
	To:	•	360 14th Street		JO 76	1 /0		0 70	0 70	0 70		11/1		1300	.0
	From:		S 360 14th St												
360 (360) 14th St	City of Richmo			N 9	97%	2%	1%	0%	0%	0%	Ν	0.094	0.	509 1500	0
,0)(000)	To:		0/MAIN STREE												
	From:		14th St												
360 Main St	City of Richmo	ond 0.30	18000 I	F 9	97%	2%	1%	0%	0%	0%	F	0.102	0.	748 2000	0
	Τα		RT 360												
~	From		S 360, 18th St								_				
₃₀ Main St	City of Richmo	ond 0.18	17000 F	F 9	98%	1%	0%	0%	0%	0%	F	0.112	0	.83 1800	00
~	To		21st St				-								
60 Main St	City of Richmo	ond 0.25		F 9	98%	1%	0%	0%	0%	0%	F	0.093	0.	748 1900	0
	, .						 1						_		
	To		25th St												
60 5 Main St	City of Richmo	ond 0.30		F 10	00%	0%	0%	0%	0%	0%	F	0.101	Δ.	674 1800	0

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

					Tr	uck			K	Dir Dir		
Route	Jurisdiction	Length AADT Q .	A 4Tire	Bus	2Axle 3+Axle			QC	Factor	QK Factor	AAWDT	QW
Milliamakuus Aus	From:	Main St	070/	10/	10/ 10/	00/	00/	_	0.007	0.000	10000	•
60 Williamsburg Ave	City of Richmond	0.46 11000 G	97%	1%	1% 1%	0%	0%	F	0.087	0.602	12000	G
•	From:	Stoney Run Dr Williamsburg Ave										
60 Stoney Run Dr	City of Richmond	0.50 1900 G	97%	1%	1% 1%	0%	0%	F	0.106	0.579	2000	G
00)	To:	Government Rd										
	From:	Stoney Run Dr										
Government Rd	City of Richmond	0.73 5700 F	97%	1%	1% 1%	0%	0%	F	0.091	0.591	6200	F
~	To:	Williamsburg Rd										
~~ \	From:	Government Rd	070/	001		40/	00/	_	0.007	0.550	44000	_
Williamsburg Rd	City of Richmond	0.39 10000 F	97%	0%	1% 1%	1%	0%	F	0.087	0.558	11000	F
~	To: From:	ECL Richmond										
60 Williamsburg Rd	Henrico County	0.57 21000 G	97%	0%	1% 1%	1%	0%	F	0.086	0.519	22000	G
~	To:	Charles City Rd										
60 Williamsburg Rd	Henrico County	1.54 17000 G	97%	0%	1% 1%	1%	0%	С	0.083	0.503	18000	G
00)	T-1											
M/III a mank user Del	From	Laburnum Ave	0.40/	10/	10/ 10/	00/	00/	^	0.000	0.571	01000	_
60) Williamsburg Rd	Henrico County	1.23 19000 G	i 94%	1%	1% 1%	3%	0%	С	0.082	0.571	21000	G
~ _	To: From:	SR 156 Airport Dr										
60 (156) Williamsburg Rd	Henrico County	1.48 16000 G	94%	1%	1% 1%	3%	0%	F	0.082	0.552	17000	G
\sim	To	SR 33 Nine Mile Rd										
60 (33) (156) Williamsburg Rd	Henrico County	1.40 16000 G	94%	1%	1% 1%	3%	0%	F	0.083	0.532	17000	G
$\mathcal{I} \mathcal{I} \mathcal{I} \mathcal{I} \mathcal{I} \mathcal{I} \mathcal{I} \mathcal{I} $	To	I-295										
60 (33) (156) Williamsburg Rd	Henrico County	2.24 14000 A	93%	1%	 1% 2%	3%	0%	С	0.134	0.529	15000	Α
60 (33) (156) Williamsburg Rd	то	SR 156; Elko Rd	0070	1 70		070	070	Ū	0.101	0.020	10000	, .
	From:	SR 156 Elko Rd										
60 33 Williamsburg Rd	Henrico County	1.85 9800 G	93%	1%	1% 2%	3%	0%	F	0.101	0.647	10000	G
90	To:	New Kent County Line	9									
	From:	Henrico County Line										
60 (33) Pocahontas Trail	New Kent County	0.91 12000 G		1%	1% 2%	3%	0%	F	0.086	0.598	13000	G
~ ~ ~	To:	SR 33 New Kent Hwy										
60 Pocahontas Trail	New Kent County	SR 33 Bottoms Bridge 4.03 10000 G		1%	1 % 2%	2%	0%	F	0.096	0.627	11000	G
60) Pocahontas Trail	New Kent County	4.03 10000 G	95%	170	170 270 	270	0%	Г	0.096	0.027	11000	G
~~~	To: From:	SR 106										
Pocahontas Trail	New Kent County	2.62 <b>5800 G</b>	95%	1%	1% 2%	2%	0%	F	0.094	0.65	6000	G
~	To	63-615 Mountcastle Re	1									
Pocahontas Trail	New Kent County	2.88 <b>6600 G</b>		1%	1% 2%	2%	0%	С	0.095	0.607	6700	G
	To											
60 Pocahontas Trail	New Kent County	SR 155 Providence For 8.58 <b>4600 G</b>		1%	1% 2%	2%	0%	F	0.096	0.504	4700	G
60) Pocahontas Trail	To To	James City County Lin		I 70	170 270	∠70	U 7/0	Г	0.096	0.504	4700	G
	From	New Kent County Line										
60 Richmond Rd	James City County	5.05 <b>6000 G</b>		1%	1% 0%	0%	0%	F	0.095	0.678	6100	G
00)	To To	SR 30 North of Toang		. , 0		0,0	0,0	•	0.000	3.376	0.00	_

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

Devite	lunia di ati an	Loueth AADT OA	4T:	Dura		Truc	ck		00	K	Dir	A A \ A \ D T	· 01
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3	+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
~~~ B	From:	SR 30 North of Toano											
60 Richmond Rd	James City County	3.12 15000 G	98%	1%	1%	0%	0%	0%	F	0.090	0.594	15000	G
~~	To: From:	47-607 Croaker Rd											
60 Richmond Rd	James City County	2.85 18000 G	98%	1%	1%	0%	0%	0%	С	0.092	0.530	19000	G
`	To: From:	47-614 Centerville Rd											
60 Richmond Rd	James City County	0.15 20000 G	98%	1%	1%	0%	0%	0%	F	0.092	0.530	22000	G
<u> </u>	To: From:	SR 199											
60 Richmond Rd	James City County	1.81 12000 G	98%	1%	1%	0%	0%	0%	F	0.088	0.508	13000	G
<u> </u>	To	47-658 Olde Towne Rd											
60 Richmond Rd	James City County	0.43 20000 N	99%	0%	1%	0%	0%	0%	Ν	0.083	0.500	21000	N
<u> </u>	To	WCL Williamsburg											
60 Richmond Rd	City of Williamsburg	1.37 20000 G	99%	0%	1%	0%	0%	0%	F	0.083	0.500	21000	C
	To	Ironbound Rd											
Richmond Rd	City of Williamsburg	0.30 25000 G	99%	0%	1%	0%	0%	0%	С	0.077	0.551	27000	C
80) Tustimena Tis	To:	Bypass Rd	0070	070		0 70	0 70	0 70	Ū	0.077	0.001	27000	`
	From:	Richmond Rd											
60 Bypass Rd	City of Williamsburg	0.11 22000 G	99%	0%	0%	0%	0%	0%	С	0.077	0.541	24000	(
~	To: From:	NCL Williamsburg			<u> </u>								
60 Bypass Rd	York County	1.12 22000 N	99%	0%	0%	0%	0%	0%	Ν	0.077	0.541	24000	Ν
~	To	NCL Williamsburg											
60 Bypass Rd	City of Williamsburg	0.50 14000 G	99%	0%	1%	0%	0%	0%	С	0.087	0.539	15000	G
<i></i>	Too	Parkway Dr											
60 Bypass Rd	City of Williamsburg	0.16 10000 G	99%	0%	1%	0%	0%	0%	F	0.081	0.523	11000	C
\$\frac{1}{2}\frac{1}{	To	SR 5 Capitol Landing Ro	1										
60 5 Page St	City of Williamsburg	0.31 20000 G	99%	0%	0%	0%	0%	0%	F	0.08	0.677	21000	
00) (3) 1 agr 31	To					-,-	-,-	.,.	-				
60 5 Page St	City of Williamsburg	Second Street 0.25 13000 G	99%	0%	0%	0%	0%	0%	С	0.084	0.579	14000	C
60 5 Page St	Tree Tree	SR 5 Lafayette St; York		0 76		0 /6	0 /6	0 /6	O	0.004	0.579	14000	
	From:	SR 5 Lafayette St; Page S											
60 York St	City of Williamsburg	0.60 11000 G	97%	1%	1%	0%	0%	0%	С	0.089	0.523	12000	(
~	To	ECL Williamsburg											
60 Pocahontas Trail	James City County	1.34 7900 G	97%	1%	1%	0%	0%	0%	F	0.09	0.541	8400	(
	To	SR 199											
60 Pocahontas Trail	James City County	0.04 17000 G	92%	1%	1%	1%	4%	0%	F	0.09	0.541	17000	
00) . σομποπιασ . ταπ	To	York County Line	0270	. , ,		. , 0	.,,	0,0	•	0.00	0.0		
	From	James City County Line											
60 Pocahontas Trail	York County	0.31 7900 N	97%	1%	1%	0%	0%	0%	Ν	0.09	0.541	8400	Ν
~	Τα	Entrance to Busch Garden	ns										
60 Pocahontas Trail	York County	2.22 10000 G	92%	1%	1%	1%	4%	0%	F	0.090	0.549	11000	G
	To:	James City County Line											

5/2/2016

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

Б					4	_		Tru	ck		-00	K	01/	Dir	AAMADT	- 0
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~~ December Tue'll	From:		ork County L		000/	40/	10/	40/	40/	00/	_	0.4		0.500	0400	_
60 Pocahontas Trail	James City Co		8600	G	92%	1%	1%	1%	4%	0%	С	0.1		0.566	9100	C
	From:		L Newport Nes City Count				_									
60 Warwick Blvd	City of Newport		10000	G	92%	1%	1%	1%	4%	0%	F	0.099		0.546	11000	(
	To:		Yorktown R	d			—									
60 Warwick Blvd	From: L City of Newport		15000	G	93%	1%	2%	2%	2%	0%	С	0.103		0.642	16000	(
00)	To															
60 Warwick Blvd	From: City of Newport		105 Ft Eustis 27000	G	93%	1%	2%	2%	2%	0%	F	0.09		0.605	29000	(
60 Warwick Biva	ony of Nowport	1.00			0070	1 70		270	270	0 70	•	0.00		0.000	20000	
60 Warwick Blvd	City of Newport	News 1.66	Snidow Blvo 41000	d G	98%	1%	1%	0%	0%	0%	С	0.084		0.534	44000	(
60 Warwick Blvd	City of Newport	news 1.00	41000	G	90%	1 70	1 70	0%	076	0%	C	0.064		0.554	44000	
~~~ 51	To: From:		Denbigh Blv		000/	40/		00/	201	00/				0.500	00000	
60 Warwick Blvd	City of Newport	News 0.78	36000	G	98%	1%	1%	0%	0%	0%	С	0.086		0.533	38000	(
~~	To: From:		Bland Blvd													
60 Warwick Blvd	City of Newport	News 1.45	33000	G	98%	1%	1%	0%	0%	0%	F	0.088		0.529	35000	
~	To: From:	(Dyster Point I	Rd												
60 Warwick Blvd	City of Newport	News 2.39	31000	G	98%	1%	1%	0%	0%	0%	С	0.092		0.542	33000	
~	To	D	eep Creek Ro	oad			— —									
60 Warwick Blvd	City of Newport	News 0.89	38000	G	98%	1%	1%	0%	0%	0%	F	0.092		0.571	41000	
~ <u></u>	_ Toc	JC	lyde Morris	Blvd			— —									
60 Warwick Blvd	City of Newport		27000	G	99%	0%	0%	0%	0%	0%	С	0.1		0.599	29000	
\$50	To	τ	Harpersville F	D.4												
60 Warwick Blvd	From: City of Newport		27000	G	99%	0%	0%	0%	0%	0%	F	0.098		0.639	29000	
00)						0,0	 -	0 / 0	0,0	0 / 0	•	0.000		0.000		
60 Warwick Blvd	City of Newport	News 1.08	Main Street 23000	G	98%	1%	1%	0%	0%	0%	С	0.110		0.711	24000	
60 Warwick Blvd	only of Newport				30 /6	1 /0	1 /6	0 /6	0 /6	0 /6	O	0.110		0.711	24000	
Warrials Dhad	Ton: From:		Mercury Blv		000/	00/	10/	00/	00/	00/		0.100		0.055	05000	
60 Warwick Blvd	City of Newport		24000 Huntington A	G	98%	0%	1%	0%	0%	0%	С	0.126		0.855	25000	(
	From:		Warwick Blv													
60 Huntington Ave	City of Newport		10000	G	98%	0%	1%	0%	0%	0%	F	0.201			11000	(
\rightarrow	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	23000	G	98%	1%	1%	0%	0%	0%	F	0.131	F	0.874	24000	
	Tα		50th St													
60 Huntington Ave	From:L City of Newport	News 0.55	12000	G	98%	1%	1%	0%	0%	0%	С	0.162			12000	
	Combined Traffic Estimates for 2 Parallel I			G	98%	1%	1%	0%	0%	0%	F	0.139	F	0.651	25000	
	Τα		39th St	-												
60 Huntington Ave	City of Newport	News 0.50	12000	G	98%	1%	1%	0%	0%	0%	F	0.195		_	13000	
ou) Handington Ave	Combined Traffic Estimates for 2 Parallel I			G	98%	1%	1%	0%	0%	0%	F	0.193	F	0.759	17000	
	Tolling Traine Estimates for 2 if arabert	ioaawaya on inia rioule	29th St	<u> </u>	JU /0	1 /0	1 /0	0 /0	0 /0	0 /0	'	0.134	'	0.755	17000	,

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

						_		Trι	ıck			K		Dir		
Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~	From:		29th St													
60 Huntington Ave	City of Newpor			G	98%	1%	1%	0%	0%	0%	F	0.202			6000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 9300	G	98%	1%	1%	0%	0%	0%	F	0.202	F	0.605	9900	G
	To:		25th St													
0511-01	O'the of Newson	*L	Huntington .		050/	00/	20/	00/	00/	00/		0.474			0.400	
60 25th St	City of Newpor	t News 0.23		N	95%	2%	2%	0%	0%	0%	N	0.171			2400	Ν
60 25th St	City of Newpor	t News 0.2	I-664 5 2200	G	95%	2%	2%	0%	0%	0%	С	0.171			2400	G
	Combined Traffic Estimates for Parallel	Roadways on this Rout	e: NA									NA			NA	
	Tro-		Jefferson A	ve			\neg									
60 25th St	City of Newpor	t News 0.70	2100	G	95%	2%	2%	0%	0%	0%	F	0.099			2200	C
30)	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 3600	G	95%	3%	2%	0%	0%	0%	F	0.078	F	0.838	3800	C
	To		Roanoke A	ve												
60 25th St	City of Newpor	t News 0.5		G	95%	2%	2%	0%	0%	0%	F	0.097		0.613	2200	(
30)	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 3300	G	96%	2%	2%	0%	0%	0%	F	0.095	F	0.607	3500	(
	To		26th St				\neg \vdash									
60 25th St	City of Newpor	t News 0.53		G	95%	2%	2%	0%	0%	0%	F	0.088		0.581	4600	(
<i>~</i>	To:		WCL Hamp													
~	From:		CL Newport								_					
60 Kecoughtan Rd	City of Ham	pton 1.18	4600	G	96%	3%	1%	0%	0%	0%	С	0.106		0.508	4900	(
	Too From:		Powhatan Pl	cwy												
60 Kecoughtan Rd	City of Ham	pton 1.03	5800	G	97%	2%	1%	0%	0%	0%	F	0.103		0.522	6200	(
~	To		Lasalle Av	/e												
60 Kecoughtan Rd	City of Ham	pton 1.04		G	97%	2%	1%	0%	0%	0%	С	0.1		0.505	8100	(
~	To	S	R 143 Victori	a Blvd			\neg \vdash									
60 (143) Kecoughtan Rd	City of Ham			G	97%	2%	1%	0%	0%	0%	F	0.095		0.512	10000	(
30) (140)	To:		Settlers Landi	ng Rd												
	From:		Kecoughtan	Rd												
60 (143) Settlers Landing F	Rd City of Ham	pton 0.13	3 13000	G	97%	1%	1%	1%	0%	0%	С	0.098		0.526	14000	(
$\stackrel{>}{\sim}$	Tre	SF	2 134 Armiste	ad Ave			\neg \vdash									
$\widetilde{60}$ (143) Settlers Landing F	Rd City of Ham	pton 0.40	11000	G	97%	1%	1%	1%	0%	0%	F	0.099		0.527	12000	(
\smile	To:		Eaton St													
60 (143) Settlers Landing F	Rd City of Ham	pton 0.6		G	97%	1%	1%	1%	0%	0%	F	0.100		0.591	15000	(
00) (143)																
60 (60 (Ramp	City of Norfolk (N	naint: 64) 0.1	I-64 3 6300	G	96%	0%	1%	1%	3%	0%	F	0.124			6400	(
60 (60) Ramp	City of Noriolk (IV						1 70	I 70	370	U 70	Г	0.124			0400	,
	From:	I-64-E FROM	S 60 SR 143		EKS LANL)										
60 (64) Hampton Roads E	Beltway City of Hampton (I			yici ot	S	ee I-64	for dire	ctional tr	affic vo	lume es	timat	es for this	sea	ment		
00) (04) Hampton Hodds E	Combined Traffic Estimates for 2 Parallel	,		G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	88000	
	Complied Hame Estimates for 2 Parallel	Hoauways OH HIIS MOUI	▽. ℧℧℧℧℧	G	30%	1 70	1 70	U 70	~ 70	U 7/0	Г	0.072	Г	0.527	00000	Ċ

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

Route	Jurisdictio	on	l enath	AADT	ΟΔ	4Tire	Rus		Tr	uck		QC	K	QK _	Dir 🗛 V	VDT	0
Tiodic	Caribaione		•			71110	Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	Tr	actor	•••	_
Hampton Roads Br	ridge Tunnel City of Hampton ((Maint: 99)	4.00	169 Mallor	y St	S	oo I-64	for dire	ctional t	traffic vo	oluma as	timat	es for this	s saamar	nt		
, , , , ,	Combined Traffic Estimates for 2 Parallel	` ,		97000	Α	97%	1%	1%	0%	2%	0%	С	0.078	A 0.		000	
	To			VCL Norfol		31 /6	1 /0		0 /6	2 /0	0 /6	O	0.070	Α υ.	.551 500	,00	
	From	n:		CL Hampto													_
60 64 Hampton Roads Br	ridge Tunnel City of Norfolk (N	Maint: 64)	0.09			S	ee I-64	for dire	ctional t	traffic vo	olume es	timate	es for this	segmer	nt.		
	Combined Traffic Estimates for 2 Parallel	l Roadwavs o	on this Route:	87000	Α	97%	1%	1%	0%	2%	0%	С		A 0.		000	
	7-																
Hampton Roads Be	eltway City of Norfolk (N	Moint: 64)	1.74	Bayville St		0.	00 64	for dire	otional t	troffic ve	olumo oo	timat	es for this		> +		
,0)(0.)	•	,			_									Ū			
	Combined Traffic Estimates for 2 Parallel	Roadways (F	96%	1%	1%	0%	2%	0%	F	0.076	F 0	544 890	000	
	From	n:		4th View St ΓΟ 4TH VI													_
0 (64) Ramp	City of Norfolk (N	Maint: 64)	0.17	10 4111 11	LW 51	S	ee I-64	for dire	ctional t	traffic vo	olume es	timate	es for this	seamer	nt		
0 (64) Hamp	To	o:	0.17	I-64 W			00 1 0 1	101 0.10	otionari	iramo ve	, idiii 00	············	50 101 tille	oogiiioi			
	From	n:		I-64													_
4th View St	City of Norfolk (N	Maint: 64)	0.25	12000	F	98%	1%	1%	0%	0%	0%	С	0.092	0.	.571 130	000	
<u>ي</u>	To	0:	Ocean	n View Ave	e East												
~	From	n:	4	4th View St													Π
60 Coean View Ave East	City of Nort	folk	0.95	14000	F	98%	1%	1%	0%	0%	0%	С	0.1	0	.522 150	000	
~	Та	or or	US	460 Granb	v St			_									_
Ocean View Ave East	City of Nort	folk	0.47	18000	F	98%	1%	1%	0%	0%	0%	F	0.1	0.	.522 200	000	
	To	o:	CD 104	Cl 1	D1 1												
Ocean View Ave East	City of Nort	folk	1.41	Chesapeal	F F	98%	1%	1%	0%	0%	0%	F	0.091	0	.558 170	000	_
Ocean View Ave East	Oity of Non		1.41	13000		30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.031	U.	.550 170	,00	
~	To From	n:		18 Cape Vi													_
Ocean View Ave East	City of Nort	folk	1.67	17000	F	98%	1%	1%	0%	0%	0%	F	0.091	0.	519 180	000	
~	To	o:		21st Street													_
Shore Dr	City of North	folk	0.88	23000	F	98%	1%	1%	0%	0%	0%	С	0.088	0.	.545 250	000	
	To		CD 17	0 Little Cre	al: Dd												
Shore Dr	City of Nort	m:L	0.97	30000	F	99%	0%	0%	0%	0%	0%	F	0.091	0	.516 320	000	
Silvic Bi	To	o:		Virginia B		33 /6	0 70		0 70	0 70	0 /0	'	0.001	0.	.510 020	,00	
	From	n:		CL Norfoll													_
Shore Dr	City of Virginia	Beach	0.22	31000	F	99%	0%	0%	0%	0%	0%	F	0.09	0.	.508 320	000	
	To	o:	CD 166 I	Diamond Sr	min oo Da												
Shore Dr	City of Virginia	Beach	1.81	25000	F	99%	0%	0%	0%	0%	0%	F	0.089	0	.547 260	000	
onere Br	Oity of Virginia					0070	0 70		0 70	0 70	0 /0	•	0.000	0.	.047 200	,00	
~	To From	o:		Independer													_
Shore Dr	City of Virginia	a Beach	1.05	17000	F	99%	0%	0%	0%	0%	0%	F	0.091	0.	.573 180	000	
~	To	0.	US 13	Northampto	on Blvd			\Box									_
Shore Dr	City of Virginia	Beach	0.66	36000	Α	99%	0%	0%	0%	0%	0%	С	0.104	0.	.599 370	000	
	To	or.	т	Bay Lake Ro	A												
Shore Dr	City of Virginia	Reach	2.60	33000	F	99%	0%	0%	0%	0%	0%	F	0.089	0	.574 350	000	
00) 211016 121	Oity of Virginia	Deacii		9 Great Ne		JJ /0	U /0	0 /0	U /0	U /0	U /0	1	0.005	U.	.574 350	,00	

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

							Tru	ıck			K	D	ir		
Route	Jurisdiction	Length	AADT Q	A 4Tire	e Bus		3+Axle			QC	Factor	QK Fac	AA	WDT	QW
~~~	From:		9 Great Neck R												
(60) Shore Dr	City of Virginia Beach	h 1.18	13000 I	F 99%	0%	0%	0%	0%	0%	F	0.083	0.5	22 14	1000	F
<del>~</del>	To: From:		State Park Entr												
(60) Shore Dr	City of Virginia Beach			F 99%	0%	0%	0%	0%	0%	F	0.079	0.5	33 9	700	F
<u> </u>	To: From:	A	Atlantic Ave												
60 Atlantic Ave	City of Virginia Beach	h 2.07	83rd St 13000	F 99%	0%	0%	0%	0%	0%	F	0.079	0.5	03 14	1000	F
(60)	5.ty 5. tga 25as.						0,0	0 70	0 / 0	•	0.07.0	0.0		.000	•
60 Atlantic Ave	City of Virginia Beacl	h 0.59	50th St 18000	F 99%	0%	0%	0%	0%	0%	F	0.080	0.5	84 10	9000	F
60 Atlantic Ave	To:		Pacific Ave	3376	0 /6		0 /6	0 /6	0 /6	'	0.000	0.0	04 13	0000	'
	From:		Atlantic Ave												
Pacific Ave	City of Virginia Beach	h 0.73	19000 I	F 99%	0%	0%	0%	0%	0%	F	0.082	0.5	81 20	0000	F
$\bigcirc$	To	US	58 Laskin Rd												
Pacific Ave	City of Virginia Beach			F 99%	0%	0%	0%	0%	0%	F	0.070	0.9	54 16	8000	F
	To:		22nd St												
Pacific Ave	City of Virginia Beach	h 0.07		F 99%	0%	0%	0%	0%	0%	F	0.07	0.6	10 17	7000	F
(00)	To														
60 Pacific Ave	City of Virginia Beach	h 0.27	21st St 15000	F 99%	0%	0%	0%	0%	0%	F	0.07	0.5	10 15	5000	F
60) I delile Ave	Oity of Vilginia Beach	0.27		3370	0 70	<u> </u>	0 70	0 /0	0 70	•	0.07	0.0	10 10	,000	
Adjustic Acc	From:	L 445	17th St	<b>-</b> 000/	0%	10/	00/	00/	00/	F	0.070	0.5	<u> </u>	000	
60 Atlantic Ave	City of Virginia Beacl	h 1.15	<b>6400</b> I	F 99%	0%	1%	0%	0%	0%	Г	0.076	0.5	09 0	900	F
	From:	110.6		г.		l									
60 Ramp	Alleghany County	0.27	980 (	<u>.                                    </u>							0.096		c	980	G
(60) Hamp	To:	I-64-E FROM RT			RT.						0.000		,	,00	G
	From:		) TO I-64 WES		-	l									
(60) (60) Ramp	Alleghany County	0.11		<u>.                                      </u>							0.15		2	170	G
(00) (00) . ramp	To:	I-64-W FROM I									00				<b>.</b>
	From:		US 60												
Ramp to I-64 W at Exit 16	Alleghany County	0.08		3							0.092		1	800	G
(00)	To:		I-64 W												-
	From:		US 60 E												
60 (220) Ramp to I-64 E at Exit 16	Alleghany County	0.28		<b>3</b>							0.084		4	800	G
	To:		I-64 E												
	From:	7US 60-P:	81-623 I-64-W	050A											
Ramp	Rockbridge County	0.20		<b>3</b>							0.126		1	190	G
	To	I-64-W FROM RT			62										
	From:	7US 60-F	OUS 60 I-64-E0	)50A											
Ramp	Rockbridge County	0.26		3		-					0.141		8	310	G
	To:	I-64-E FROM	1 RT 60 WEST												

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

Route	Jurisdiction	Length AAD			Rus		Tru			QC	K	QK	Dir	AAWDT	OW
	From:					2Axle	e 3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	,,,,,,,	
Ramp to I-81 S at Exit 188	Rockbridge County	Ramps US 60 E060A 0.21 <b>140</b> 0		00A							0.100		0.65	1400	G
(80) Hamp to 1 31 3 at 2 xit 1 30	To:	I-81 I									0.100		0.00	1100	Ğ
	From:	Ramps US 60 E060E		60B											
60 Ramp to I-81 N at Exit 188	Rockbridge County	0.16 <b>320</b>									0.092		0.851	3200	G
<u> </u>	To:	I-81 I	N												
~~~	From:	US 60 25th; 26													
(60) Ramp	City of Newport News (Maint:	,									0.298			3900	G
<u>~</u>	10:	I-664-													
Pama	City of Novembert Nove (Maint	4US 60-P000B I									0.156			E000	G
60 Ramp	City of Newport News (Maint:	(199) 0.18 500 I-664-W FROM 23RD		EETC							0.156			5000	G
	From	US 60 Settlers		LE13		<u> </u>									
60 Ramp	City of Norfolk (Maint: 64)			96%	0%	1%	1%	3%	0%	F	0.124			6400	G
(80)	To:	I-64 E		0070			. 70	0,0	0,70	•	0			0.00	
	From:	SR 143; 2US 60-F	I-64-W267A												
Ramp	City of Hampton (Maint: 99										0.093			8300	G
	Tα	I-64-W FROM RT 60 & 1	43SETTLERS	SLANDI											
	From:	I-64-E273A US 60 FI	ROM & TO IS	S 64											
Ramp	City of Norfolk (Maint: 64)										0.12			2500	G
<u> </u>	To:	I-64-E FROM 4TH	VIEW STRT	60											
~~~ -	From:	US 60 I-64-W273A F		S 64											
60 Ramp	City of Norfolk (Maint: 64)										0.136			6800	G
	10.	I-64-W FROM 4TH VI		RT 60											
East	Pookbridge County	0.04 <b>770</b>									0.110			770	G
Ramp toward I-81 S at Exit 188	Rockbridge County	0.04 770 Ramp US 6									0.118			770	G
Cost	From	US 60				_									
East $60$ Ramp toward I-81 N at Exit 188	Rockbridge County	0.05 <b>530</b>									0.113			530	G
(60) Hamp tomard For IV at 2 xit 100	To:	Ramp US 6									0.110			000	ŭ
East	From:	US 60 William	isburg Rd			Ī									
Ramp	Henrico County	0.42 <b>800</b>		90%	1%	2%	2%	5%	0%	С	0.104			800	G
	To:	I-295-E028X FROM	A RT 60 EAS	T											
East	From:	US 60 William	nsburg Rd												
Ramp	Henrico County	0.23 <b>110</b>	) G	92%	0%	2%	2%	3%	0%	С	0.160			1100	G
$\overline{}$	To	I-295-W028X FRO	M RT 60 EAS	ST											
East	From:	US 60 TO ROUT													
(60) Ramp	City of Newport News (Maint:										NA			NA	
<u> </u>	To:	US 60- 267A; 4US 60-F													
East	From	US 60 TO ROUT			•										_
60 Ramp	City of Newport News (Maint:	-									NA			NA	
<u> </u>	tor	4US 60-P000B I	KOM HUN												

5/2/2016

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

							Tru	ıck			K		Dir		—
Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
From:		US 60 W													
Exit 188 Rockbridge C											0.133			600	
10.	Kai		) A												
From:	County 0.07										0.007			0700	
TEXIL 188 HOCKBridge C											0.067			2700	
		•													_
Hanriag Co.			_	020/	10/	10/	10/	40/	00/	0	0 115			1600	
Tro					1 /0	1 /0	1 /0	4 /0	0 /6	C	0.113			1000	
From				L31										-	_
Henrico Cou			_	0/1%	10/-	10/-	20/-	30/	0%	C	0 1/12			4900	
То					1 /0	1 /0	2 /0	J /6	0 /6	O	0.142			4300	
From				LSI											_
City of Richn			_	98%	1%	0%	0%	0%	0%	F	0 148			8900	
										F		F	0.641		
Combined Traine Estimates for 2 Taraffer	Tioadways off this floate.			30 70	1 /0	0 70	0 70	0 /0	0 70	'	0.114	'	0.041	10000	
To- From:	0.45			000/	40/		00/	00/	00/	_	0.400			0000	_
•										-					
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		<u> </u>	98%	1%	0%	0%	0%	0%	F	NA			16000	
From:															_
City of Richn	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													
From:	I-64-W FROM OCF	AN VIEW	AVE60	PARALLE	EL										_
City of Norfolk (N	Maint: 64) 0.03	970	G								0.124			970	
To		I_64 W													
City of Norf	folk 1.96	5800	F	98%	1%	1%	0%	0%	0%	С	0.120		0.854	6300	
To:		4th View St													
From:	2US 60-P I-64	-W272A OC	EAN V	TEW A											_
City of Norfolk (N		970	G								0.124			970	
To:		AN VIEW	AVE60	PARALLE	EL										
From:		US 60													
City of Newpor	t News 1.21	12000	G	98%	1%	1%	0%	0%	0%	С	0.201			13000	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	1%	1%	0%	0%	0%	F	0.131	F	0.874	24000	
To															
City of Newpor	t News 0.59		G	98%	1%	1%	0%	0%	0%	F	0.177			13000	
•			G	98%	1%	1%	0%	0%	0%	F	0.177	F	0.652	25000	
Common Traine Edimated for ET didner			<u> </u>		. , ,		0,0	0 /0	0 / 0	•	0.100	•	3.002	20000	
_		38Th St													
To From	Nove 0.77			000/	10/	10/	00/	00/	00/	_	0.010			2000	
City of Newport Combined Traffic Estimates for 2 Parallel		3700	G G	98% 98%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	C F	0.219 0.194	F	0.759	3900 17000	
	t Exit 188  Rockbridge C Toc  t Exit 188  Rockbridge C Toc  Henrico Cou Toc  Henrico Cou Toc  City of Richm Combined Traffic Estimates for 2 Parallel Toc  City of Richm Combined Traffic Estimates for 2 Parallel Toc  City of Richm Combined Traffic Estimates for 2 Parallel Toc  City of Norfolk (M  City of N	Jurisdiction Length    Town	Section   Length   AADT	Section   Length   AADT   QA	t Exit 188    Rockbridge County   Ramp US 60 0   G   Ramp US 60 0   G   Ramp US 60 0   G   Ramp US 60 60   A   Ramp US 60 60   B   Ramp US 60 60	Section   Length   AADT   QA   4Tire   Bus	Durisdiction   Length   AADT   QA   4Tire   Bus   Part   AADT   QA   4Tire   Bus   Part   AADT   QA   4Tire   AADT   AADT   QA   4Tire   AADT   AADT	Length   AADT   QA   4Tire   Bus   2AA/le   3+Axle   1	Second   Part   Part	Length   AADT   QA   4Tire   Bus   Truck   CAN   2A   3A   3A   2A   2A   3A   3A   3A	Length   AADT   QA   4 Tire   Bus   Truck   Truck   Trail   2 Trail   QC	Lexit 188	Lexit 188	Lexit 188	Lexit 188

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

									Tru	ıck			K		Dir		
Route	Jurisdictio	on Le	ength A		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(60) 26th St	City of Newport	t News 1		US 60 <b>1500</b>	G	95%	3%	1%	0%	0%	0%	С	0.083			1600	G
(60) 26th St	Combined Traffic Estimates for 2 Parallel			3600	G	95%	3%	2%	0%	0%	0%	F	0.078	F	0.622	3800	G
	Tax	,	Che	estnut Av	re.												
60 26th St	City of Newport	t News 0		1200	G	98%	1%	1%	0%	0%	0%	F	0.085			1200	G
<b>P</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro		3300	G	96%	2%	2%	0%	0%	0%	F	0.095	F	0.606	3500	G
	To:			25th St													
60 Ramp	City of Newport News		5 <u>60-P TO</u> 0.29	ROUTE NA	664 EA	ST							NA			NA	
Ramp	To:		IS 60-E26		M HUN			$\neg$					INA			INA	
	From:	4US	5 60-P TO	ROUTE	664 WI	ST											
ρ Ramp	City of Newport News		0.14	NA									NA			NA	
÷	To:	•	267B US														
60 60 Ramp	Alleghany Co		FROM RT 0.11	Γ 60WES <b>470</b>	T AND <b>G</b>	RT 159							0.15			470	G
60 (60) Ramp	Allegrany Co	Junty C	-	TO I-64 V									0.13			470	G
Bus Bus	From:		I-64	4, SR 384	4												
60 (220)	Alleghany Co	ounty 0		8700	G	98%	1%	1%	0%	0%	0%	С	0.093		0.552	9300	G
Bus Bus	To: From:		WCL	Clifton Fo	orge												
60 220 Ridgeway St	Town of Clifton	r Forge 0	0.27	8100	G	98%	1%	1%	0%	0%	0%	F	0.095		0.524	8600	G
	To	-		6th St													
Bus Bus 60 220 Ridgeway St	Town of Clifton	Forge 0		8900	G	98%	1%	1%	0%	0%	0%	С	0.09		0.523	9500	G
00) (220)	To			oxbury St			. , ,		0,0	0,0	0,70		0.00		0.020		
Bus Bus (220) Ridgeway St	Town of Clifton	Forgo		7600	G	98%	1%	1%	0%	0%	0%	_	0.09		0.598	8100	G
60 (220) Ridgeway St	Combined Traffic Estimates for 2 Parallel	•	-	8500	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.531	9100	G
	To	I I I I I I I I I I I I I I I I I I I		mercial A		0070	0 70		070	0 70	0 70		0.000		0.001	0100	ď
Bus Bus Pidge	eway St Town of Clifton	Forgo		4900	G	97%	1%	2%	0%	1%	0%	С	0.09		0.598	4900	G
60 220 188 188 Ridge	Combined Traffic Estimates for 2 Parallel	-		9400	G	97%	1%	2% 1%	0%	1%	0%	F	0.090	F	0.531	9600	G
	To	Tioddwdys on this ric		S 220 Ma		01 70	1 70		070	170	0 70		0.000		0.001	0000	<u> </u>
Bus Bus	From:		Bus US 2			000/	00/	10/	00/	40/	00/	_	0.004		0.500	7000	
60 (220) Main St	Town of Clifton	rorge 0	0.26	6700	G	98%	0%	1%	0%	1%	0%	С	0.094		0.502	7200	G
Bus Bus	To: From:			B St													
60 (220) Main St	Town of Clifton	Forge 0		6800	G	98%	0%	1%	0%	1%	0%	F	0.092		0.501	7200	G
Bus	From:			s US 220 S 220 Bus				+									
60	Town of Clifton	Forge 0		5800	G	98%	0%	1%	0%	0%	0%	С	0.097		0.533	6200	G
<i></i>	T _{oc} From:		ECL C	Clifton Fo	orge			$\rightarrow$									
Bus 60 Main St	Alleghany Co	ounty 0	0.34	5100	G	98%	0%	1%	0%	1%	0%	С	0.102		0.512	5400	G
	To:			0 Market	Ave												

5/2/2016

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

Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK Dir Factor	AAWDT	ΓQ
Bus	From:	US	220 Market Ave				017.040				. 4010.	. 4010.		
60 220 42 Grafton St	Alleghany Cou	unty 0.47	7900 G	88%	1%	1%	1%	10%	0%	С	0.086	0.534	8400	(
	To: From:	03-670 Lc	ongdale Furnace	Road		$\neg$								
Bus 60 (220 Market Ave	Alleghany Cou	unty 0.19	7800 G	i 88%	1%	1%	1%	10%	0%	F	0.08	0.503	8300	
60) (220) Market 7110	To:		I-64 US 60	0070	170		170	1070	0 70	•	0.00	0.000	0000	
Bus	From:	SR 384 C1	US 60 I-64-W02	24A F										
60 Ramp	Alleghany Cou		3000 G								0.098		3000	
	To:	I-64-W FROM BU	IS RT 60WEST	AND RT 384	1									
Bus	From:	C1US 60 I-64	E024A FROM	& TO RT										
60 Ramp	Alleghany Cou	unty 0.20	430 G	ì							0.136		430	
<del>~</del>	To:	I-64-E FROM BU	IS RT 60EAST A	AND RT 384										
Bus	From:	C1US 60-E003A	A C1US 60-W00	3A FROM										
60 Ramp	Alleghany Co <u>u</u>		1000 G								0.106		1000	
~	To:	I-64-E FROM I	BUS RT 60WES	Γ & EAST										
Bus ~~~_	From:		US 60 I-64-W02											
60) (220) Ramp	Alleghany Cou		3100 G								0.094		3100	
~ ~	10:	I-64-W FROM B	US RT 60WEST	'& RT 629E										
Bus	From:		Gap TO I-64 E											
60 Ramp	Alleghany Cou		2000 G								0.107		2000	
	100		03A C1US 60- 3	A FROM										
Bus Bus Poybury St	Town of Clifton F		Ridgeway St 2400 G	97%	0%	1%	1%	1%	0%	F	0.091	0.691	2500	
60 220 Roxbury St	Combined Traffic Estimates for Parallel R	-	2400 G	9/%	0%	1%	170	170	0%	Г	0.091 NA	0.091	2500 NA	
	To	•	Kesswick St								INA		INA	
Bus Bus	From		Roxbury St											
60 (220) Kesswick St	Town of Clifton F	Forge 0.14	960 G	97%	0%	1%	1%	1%	0%	С	0.119		1000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	8500 G	98%	0%	1%	0%	0%	0%	F	0.090	F 0.530	9100	
	To:		Main St											
Bus Bus Main	St Town of Clifton F		Kesswick St 4500 G	97%	0%	1%	1%	1%	0%	F	0.089		4700	
60 220 188 188 Main	Combined Traffic Estimates for 2 Parallel R	-	9400		1%	1%	0%	1%	0%	F	NA		9600	
	To:		dgeway Street	37 /6	1 /0	1/8	0 78	1 /0	0 /6	'	INA		3000	
Bus	From:		E027A FROM	% TO RT										
60 Ramp	Alleghany Cou		130 G								0.191		130	
	To:	-	3A C1US 60- 3A	A FROM										
	From	SR 1	6 Tazewell Ave											
61 E Riverside Dr	Town of Tazev		3900 G	98%	0%	1%	0%	1%	0%	С	0.093	0.541	4100	
	To	TT	S 19, US 460											
61)	From L Town of Tazev		6300 G	98%	0%	1%	0%	1%	0%	F	0.091	0.505	6300	
<u> </u>				30,0	- , •									
61 E Riverside Dr	From:_ Town of Tazev		CL Tazewell 6000 G	98%	0%	1%	0%	1%	0%	F	0.091	0.505	6200	
61) E Riverside Dr	τω Τοwii οι ταzev		CL Tazewell	1 30/0	U /0	1 /0	U /0	1 /0	U /0	- 1	0.031	0.505	0200	

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

<b>5</b> .					_		Tru	ck			K	, Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor Q	Factor	AAWDT	Q
$\overline{}$	From:		Tazewell											
61 E Riverside Dr	Town of Tazewell	0.60	6100 G	98%	0%	1%	0%	1%	0%	С	0.091	0.505	6400	(
<u> </u>	To: From:	US 19 BUS, US 4	60 BUS Fincastl	e Tpke		$\neg$ $\vdash$								
Ben Bolt Ave	Town of Tazewell	0.48	1400 G	98%	0%	1%	0%	1%	0%	F	0.1	0.52	4600	
	To	SCI	Tazewell											
Clearfork Rd	Tazewell County		2900 G	98%	0%	1%	0%	1%	0%	С	0.100	0.636	3100	
31)									-,-	-				
Clearfork Pd	Tozowall County		rkes Garden Rd	000/	0%	10/	0%	1%	00/	F	0.126	0.560	640	
Clearfork Rd	Tazewell County	7.31	610 G	98%	0%	1%	0%	170	0%	Г	0.126	0.562	640	
	To: From:	92-662	Cove Creek											
₃₁ ) Clearfork Rd	Tazewell County		420 G	98%	0%	1%	0%	1%	0%	F	0.141	0.554	440	
<i></i>	To:		County Line											
Olassi Fault Ouralt I hour	Pland Causty		l County Line	000/	00/	10/	00/	10/	00/	_	0.110	0.00	400	
Clear Fork Creek Hwy	Bland County		410 F	98%	0%	1%	0%	1%	0%	F	0.116	0.66	430	
	From:		rth Scenic Hwy Fork Creek Hw	V.		-								
51) (52)	Bland County		420 N	96%	1%	1%	1%	1%	0%	Ν	0.121	0.5	440	
51) (52)				0070	. , •		. , 0	. , 0	0,0	•	0	0.0		
	From:		of Rocky Gap	0.40/	00/		201	10/	00/	_	0.404	0.500	0000	
1) (52) Clear Fork Creek Hwy	Bland County		2100 F	94%	2%	2%	2%	1%	0%	С	0.134	0.563	2200	
	From:		olf Creek Hwy Fork Creek Hw	.,										
(S1) Wolf Creek Hwy	Bland County		350 F	96%	2%	1%	1%	2%	0%	С	0.105	0.513	370	
Wolf Greek Filly	To:		County Line	0070	270		1 /0	270	0 70	O	0.100	0.010	070	
	From:		County Line											
Molf Creek Rd	Giles County	5.11	220 G	98%	0%	1%	1%	0%	0%	F	0.108	0.546	230	
<i>y</i>	To:	35-724 Chapel,	Old Wolf Creek	Rd										
	From:	35-72	24 Chapel											
1) Wolf Creek Rd	Giles County		490 G	98%	0%	1%	1%	0%	0%	С	0.112	0.525	520	
	To:	35-724 Shumate		k Rd										
Wolf Crook Dd	Cilea County		4 Shumate	000/	00/	10/	10/	00/	00/	_	0.005	0.540	1200	
Wolf Creek Rd	Giles County	2.49 1	1300 G	98%	0%	1%	1%	0%	0%	F	0.095	0.548	1300	
	To: From:		_ Narrows											
1) Park Dr	Town of Narrows (Maint: 35)	0.67	2200 G	98%	1%	1%	0%	0%	0%	F	0.096	0.570	2300	
<u> </u>	To:		onroe St											
Manroa St	Town of Normana (Maint: 25)		ark St	000/	1%	10/	00/	00/	00/	С	0.000	0.55	2000	
Monroe St	Town of Narrows (Maint: 35)	0.17	3600 G	98%	1%	1%	0%	0%	0%	C	0.093	0.55	3800	
	To: From:		berling St	•										
61 ) Monroe St	Town of Narrows (Maint: 35)	0.13	1400 G	98%	1%	1%	0%	0%	0%	F	0.111	0.595	4600	
<u> </u>	Τœ	SR 10	00 Main St			$\neg$ $\vdash$								
McArthur Ln	Town of Narrows (Maint: 35)		5300 G	98%	1%	1%	0%	0%	0%	С	0.105	0.527	5500	
						<del></del> i				-	-	-		
S1 Fleshman St	Town of Norman (Maint: 25)		of New River	000/	10/	10/	00/	00/	00/	г	0.000	0.501	4000	
_{S1} ) Fleshman St	Town of Narrows (Maint: 35)	0.43	4600 G	98%	1%	1%	0%	0%	0%	F	0.092	0.501	4800	

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

		riiiiary and intersta			_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	North Carolina Sta												
62	Pittsylvania County	4.01 <b>3300</b>	G	93%	0%	1%	1%	5%	0%	С	0.093	0.550	3400	G
<u> </u>	To:	US 58 East of Da	nville											
	From:	ALT US 58												
(63) Wise St	Town of Saint Paul (Maint: 97)	1.46 <b>4400</b>	F	92%	0%	1%	3%	4%	0%	F	0.087	0.526	4600	F
<u>~</u>	To: From:	NCL Saint Pa	ul											
(63)	Wise County	0.14 <b>4400</b>	N	92%	0%	1%	3%	4%	0%	Ν	0.087	0.526	4600	Ν
<u> </u>	To	Russell County	Line											
(63) Wise St	Castlewood (Maint: 83)	1.50 <b>4500</b>	G	92%	0%	1%	3%	4%	0%	С	0.093	0.501	4700	G
	То	NCL Castlewo	hod											
(63) Dante Rd	Russell County	4.11 <b>1800</b>	G	87%	0%	1%	9%	3%	0%	F	0.081	0.550	1900	G
(63) - 4	T						- , -			-				-
63 Dante Rd	Russell County	83-608 Dante 3.22 <b>1300</b>	e G	87%	0%	1%	9%	3%	0%	С	0.095	0.602	1300	G
63 Dante Rd	nussell County	Dickenson County Lir			076	170	970	3%	0%	C	0.095	0.002	1300	G
	From:	Russell County Line												
63 Dante Mountain Rd	Dickenson County	4.02 <b>1200</b>	F	87%	0%	1%	9%	3%	0%	F	0.091	0.665	1200	F
	To	25-656 Roaring Fo	nels Dal											
63 Dante Mountain Rd	Dickenson County	7.83 <b>1300</b>	F F	88%	1%	2%	4%	5%	0%	С	0.089	0.529	1300	F
63) Barite Wountain Fid	Biologison Goality			0070	1 /0		470	0 70	0 /0	O	0.000	0.020	1000	•
Danta Mauratain Dd	Dialega and County	25-714 N, Ritter (		700/	10/	10/	10/	040/	00/		0.000	0.510	0700	
(63) Dante Mountain Rd	Dickenson County	2.05 <b>2500</b>	F	76%	1%	1%	1%	21%	0%	С	0.086	0.518	2700	F
	T _C . From:	SR 83 Fremor												
(63) (83) Dickenson Hwy	Dickenson County	4.94 <b>2900</b>	F	90%	0%	2%	1%	6%	0%	С	0.095	0.619	3000	F
	To: From:	SR 83 CLINCH												
63 Big Ridge Rd	Dickenson County	SR 83 Clinch 3.51 <b>710</b>	F	98%	1%	1%	0%	0%	0%	F	0.092	0.637	750	F
63) Big ridge rid	Biologison Gealty			0070	1 /0		0 70	0 70	0 70	•	0.002	0.007	700	•
Dia Dida Dd	From	25-616 The Lake		000/	40/	10/	00/	00/	00/	_	0.400	0.500	470	
63 Big Ridge Rd	Dickenson County	2.70 <b>440</b>	F	98%	1%	1%	0%	0%	0%	С	0.103	0.588	470	F
	From:	25-614 Flanngan D 25-614 Flannagan I												
63 Big Ridge Rd	Dickenson County	3.01 <b>1100</b>	F	98%	1%	1%	0%	0%	0%	F	0.089	0.610	1100	F
(65) \$ 131	то													
	Town of Haysi (Maint: 25)	WCL Haysi 0.79 <b>1100</b>	N	98%	1%	1%	0%	0%	0%	N	0.089	0.610	1100	N
(63)	Town of Flaysi (Maint. 23)	N SR 80 & SR		90 /6	1 /0	1 /0	0 /6	0 /6	0 /6	IN	0.009	0.010	1100	IN
	From			DT (										
Ramp	Augusta County	I-64-E099A I-64-W099A 0.08 <b>NA</b>	FROM .	K1 6							NA		NA	
64 Ramp	Augusta County	US 250 FROM I-64 EAS	ST & W/1	FST							INA		INA	
	From		J1 05 11/1	L.J.1										
(64) Ramp	Henrico County	0.17 <b>3000</b>	G								0.156		3000	G
64) namp	Henrico County										0.156		3000	G
	***	US 33 E, Staples N	villi Ka											

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

			d interste	110				Tr	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		 e 3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	I-64 E243A .	I-64 W243	SA To U	JS 60											
(64) Ramp	York County	0.30	NA									NA			NA	
~	To: From:		TO RT 60													
Ramp	York County	0.12	NA									NA			NA	
~	To: From:		ROM RT 6	0												
64 Ramp	York County	0.04	NA									NA			NA	
<u> </u>	To:		99025-N00													
Pama	From:		243B Gap '	Termi								NIA			NIA	
64 Ramp	York County τα	0.13 SP 143	NA Gap FROM	1 PT 64								NA			NA	
East	From:		/irginia Stat		•											
East (60)	Alleghany Count		4700	G	78%	1%	1%	1%	19%	0%	F	0.081			4400	G
0, 00	Combined Traffic Estimates for 2 Parallel Roa	•	9400	G	77%	1%	1%	1%	20%	0%	F	0.079	F	0.506	8900	G
	To	FR-10	8 Jerrys Ru	ın Rd												
East	Alleghany Count		4700	G	78%	1%	1%	1%	19%	0%	E	0.082			4400	G
64 60	Combined Traffic Estimates for 2 Parallel Roa	•	9500	G	77%	1%	1%		20%	0%	F	0.002	F	0.514	8900	G
	Combined Traine Estimates for 21 drainer from				1170	1 /0	1 70	1 /0	2070	0 70	'	0.075	'	0.514	0300	
East	From:		1 Ogle Cree													
64 (60)	Alleghany Count	•	4300	G	78%	1%	1%		19%	0%	F	0.084	_		4000	G
	Combined Traffic Estimates for 2 Parallel Roa		8900 59 Midland	G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.510	8300	G
East	From:		R 159 Midla		il											
East 64	Alleghany Count	y 4.62	5600	G	78%	1%	1%	1%	19%	0%	F	0.077			5200	G
\smile	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	12000	G	77%	1%	1%	1%	20%	0%	F	0.077	F	0.516	11000	G
Foot	To: Fron:	We	CL Covingto	on												
East 64	City of Covington (Mai	int: 03) 0.21	5600	G	78%	1%	1%	1%	19%	0%	F	0.077			5200	G
04)	Combined Traffic Estimates for 2 Parallel Roa	,	12000	G	77%	1%	1%	1%	20%	0%	F	0.077	F	0.516	11000	G
	Te	SR	154 Durant	Rd												
East 64	City of Covington (Mai		7300	G	78%	1%	1%	1%	19%	0%	_	0.080			6700	G
64)	Combined Traffic Estimates for 2 Parallel Roa	,		G	77%	1%	1%		20%	0%	F	0.080	F	0.517	13000	G
	Combined Traine Estimates for 21 araner not				11 /6	1 /0	1 /0	1 /0	20 /6	0 /6	'	0.001	'	0.517	13000	
East 64	Toe From:		CL Covingto													
64)	Alleghany Count	•	7300	G	78%	1%	1%		19%	0%	F	0.080	_		6700	G
~	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	14000	G	77%	1%	1%	1%	20%	0%	F	0.081	F	0.517	13000	G
East	To: From:	U	S 60, US 22	20												
64) 60 (220)	Alleghany Count	y 4.81	9500	G	78%	1%	1%	1%	19%	0%	F	0.076			8800	G
\bigcirc \bigcirc \bigcirc	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	19000	G	77%	1%	1%	1%	20%	0%	F	0.079	F	0.527	18000	G
	То:	03-696 S	elma Low N	Moor Re	d											

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

							Trı.	rck			K		Dir		
Route	Jurisdiction Leng	th AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	03-696				ZAXIC	JTANIC	THAII	ZIIali		i actor		1 actor		
64 60 (220)	Alleghany County 2.33		G	78%	1%	1%	1%	19%	0%	F	0.091			8700	G
04) (00) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 19000	G	77%	1%	1%	1%	20%	0%	F	0.085	F	0.527	18000	G
		US 60, Bus	IS 220												
East	Fruit.			700/	40/	40/	40/	100/	00/	_	0.000			0400	0
64 60 220	Alleghany County 1.1		G	78%	1%	1%	1%	19%	0%	-	0.088	_	0.505	6100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 14000	G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
East	To: From:	VCL Clifton I	Forge												
(64) (60) (220)	Town of Clifton Forge (Maint: 03) 1.55	6500	G	78%	1%	1%	1%	19%	0%	F	0.088			6100	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 14000	G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
	To Form	ECL Clifton F	orge			_									
East (64) (60) (220)	Alleghany County 0.93	6500	G	78%	1%	1%	1%	19%	0%	F	0.088			6100	G
64 (60) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
	<u> </u>			7770	1 /0		1 /0	2070	0 70	•	0.000	•	0.000	10000	ď
East	1100.	JS 220, Bus U													
64 (60)	Alleghany County 1.78		G	78%	1%	1%	1%	19%	0%	F	0.087			4800	G
$\lor \lor$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	77%	1%	1%	1%	20%	0%	F	0.086	F	0.528	10000	G
Fact	To: From:	SR 42; SR 2 SR 42, SR 2													
East (60)	Alleghany County 6.38		G	78%	1%	1%	1%	19%	0%	F	0.086			4000	G
04) (00)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	77%	1%	1%	1%	20%	0%	F	0.086	F	0.571	8200	G
		; 03-850, N M	[ountain]	Rd											
East	1100.				40/	40/	40/	100/	00/	_	0.004			0500	0
64 60	Alleghany County 5.3		G	78%	1%	1%	1%	19%	0%	-	0.084	_	0.500	3500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 7800	G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.503	7300	G
East		eghany Coun	-												
(64) (60)	Rockbridge County 1.92	3800	G	78%	1%	1%	1%	19%	0%	F	0.084			3500	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 7800	G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.503	7300	G
	To Form	81-780 Scenie	: Dr			_									
East 60	Rockbridge County 7.38	4300	Α	78%	1%	1%	1%	19%	0%	С	0.145			4000	Α
64 (60)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		Ā	77%	1%	1%	1%	20%	0%	C	0.143	Α	0.595	8200	A
		23 Fredericks		7770	1 /0	170	1 /0	20 /0	0 70	O	0.120	^	0.555	0200	^
East	From: US 60;	31-623 Freder	icksburg												
East 64	Rockbridge County 5.39		G	78%	1%	1%	1%	19%	0%	F	0.077			3900	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 9100	G	77%	1%	1%	1%	20%	0%	F	0.081	F	0.571	8500	G
Fact	To: From:	US 11 Lee H	wy												
East 64	Rockbridge County 0.98	6400	G	78%	1%	1%	1%	19%	0%	F	0.091			5900	G
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		G	77%	1%	1%	1%	20%	0%	F	0.082	F	0.532	12000	G
		1 South Inter		,5	. , 5		. , ,	_0,0	0,0	•	5.55 L	•	5.00=		<u>~</u>
	•					•									

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
ast	Front		I-64 East							221						
Ramp from I-64 E E	Exit 56 to 81 N at Exit 191 Rockbridge County	0.57	3900	G	78%	1%	1%	1%	19%	0%	F	0.091	_		3600	G
	Combined Traffic Estimates for 2 Parallel Roadwa	rys on this Route:	7700	G	77%	1%	1%	1%	20%	0%	F	0.082	F	0.532	7200	G
ast North	From:	I-81	I-81 North West Interch	nange												
64) (81)	Rockbridge County	3.30	22000	A	70%	1%	1%	1%	26%	2%	F	0.123			21000	,
37 01)	Combined Traffic Estimates for 2 Parallel Roadwa		45000	Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.532	42000	
	To	<u>, </u>	US 11													
ast North	Postulari des Courts	F F7		_	700/	10/	10/	10/	000/	00/	_	0.100			01000	
81	Rockbridge County	5.57	22000	A	70%	1%	1%	1%	26%	2%	-	0.123		0.54	21000	4
	Combined Traffic Estimates for 2 Parallel Roadwa	tys on this Route:		Α	71%	1%	1%	1%	25%	2%	F	0.113	Α	0.54	42000	
ast North	To: From:		81-710													
(81) (81)	Rockbridge County	4.49	23000	Α	70%	1%	1%	1%	26%	2%	F	0.122			22000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	46000	Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.559	42000	
	To		81-606				— —									
ast North	Rockbridge County	0.59	23000	Α	70%	1%	1%	1%	26%	2%	С	0.126			21000	
81	Combined Traffic Estimates for 2 Parallel Roadwa			A	70%	1%	1%	1%	25%	2%	С	0.120	Α	0.524	42000	
	To:		usta County		7 1 70	1 /0	1 /8	1 /0	25/6	2 /0	O	0.114	^	0.524	42000	
st North	From:		ridge Count													
4) (81)	Augusta County	7.44	23000	Α	70%	1%	1%	1%	26%	2%	С	0.126			21000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	45000	Α	71%	1%	1%	1%	25%	2%	С	0.114	Α	0.524	42000	
N	Tre- From:		US 11													
ast North 84 81	Augusta County	4.74	23000	Α	70%	1%	1%	1%	26%	2%	F	0.123			21000	
01)	Combined Traffic Estimates for 2 Parallel Roadwa			A	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.546	43000	
	Ter	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	07-654		7.70	. , 0	.,,,	. , 0	2070	_,,	•	0		0.0.0	.0000	
ast North	From:										_					
<u>84) (81)</u>	Augusta County	2.47	25000	G	70%	1%	1%	1%	26%	2%	F	0.122			24000	
	Combined Traffic Estimates for 2 Parallel Roadwa	rys on this Route:	50000	G	71%	1%	1%	1%	25%	2%	F	0.107	Α	0.55	48000	
ast North	To: From:		SR 262													
84) (81)	Augusta County	1.31	33000	G	70%	1%	1%	1%	26%	2%	F	0.074			31000	
99 01)	Combined Traffic Estimates for 2 Parallel Roadwa	avs on this Route:		G	70%	1%	1%	1%	25%	2%	F	0.084	F	0.588	59000	
	То:		East Interch	ange												
ast	From:		I-81 North													
A Ramp from I-81 N E	Exit 221 to 64 E at Exit 87 Augusta County	0.31	7900	Α	89%	1%	1%	1%	9%	0%	F	0.133			7700	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:		Α	89%	1%	1%	1%	9%	0%	F	0.114	Α	0.701	18000	
net .	To: From:	J 01 7	I-64 East North Intercl	hange												
ast 64)	Augusta County	3.83	15000	nange A	89%	1%	1%	1%	9%	0%	F	0.133			15000	
04)	Combined Traffic Estimates for 2 Parallel Roadwa			В	89%	1%	1%	1%	9%	0%	F	0.114	Α	0.701	36000	
	To:		Tinkling Sp		00 /0	. /0		. 70	J /0	0 /0	•	J. 1 1 →	,,	0.701	55000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	ī Q
ast	From:		Tinkling Sp													
East 64)	Augusta County	3.11	19000	G	89%	1%	1%	1%	9%	0%	F	0.084			19000	(
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	39000	G	89%	1%	1%	1%	9%	0%	F	0.087	F	0.523	38000	
act	To: From:	W	CL Waynest	oro			_									
East 64)	City of Waynesboro (Maint:	07) 0.23	19000	G	89%	1%	1%	1%	9%	0%	F	0.084			19000	
9.9	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	39000	G	89%	1%	1%	1%	9%	0%	F	0.087	F	0.523	38000	
	Too	US 340) Stuarts Dra	aft Hwv												
ast	City of Waynesboro (Maint:		20000	Α	89%	1%	1%	1%	9%	0%	С	0.103			19000	
64)	Combined Traffic Estimates for 2 Parallel Roadwa	,		Ā	89%	1%	1%	1%	9%	0%	С	0.108	Α	0.592	39000	
	Toll	•			00 70	170		1 /0	0 70	0 70	J	0.100	,,	0.002	00000	
ast 64)	From:		ine Ave, To													
64)	City of Waynesboro (Maint:	•	18000	Α	89%	1%	1%	1%	9%	0%	F	0.107			17000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	36000	Α	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.557	35000	
ast	To: From:	EC	L Waynesb	oro												_
East 64)	Augusta County	2.31	18000	Α	89%	1%	1%	1%	9%	0%	F	0.107			17000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	36000	Α	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.557	35000	
ant	To From:	US 250	Rockfish G	ap Tpke			<u> </u>									
East 64)	Augusta County	0.38	17000	Α	89%	1%	1%	1%	9%	0%	F	0.105			17000	
04)	Combined Traffic Estimates for 2 Parallel Roadwa			Α	89%	1%	1%	1%	9%	0%	F	0.108	Α	0.573	34000	
	Τα	•	son County	Line												
ast	From:		usta County		000/	40/		40/	00/	00/	_	0.405			47000	
64	Nelson County (Maint: 02		17000	A	89%	1%	1%	1%	9%	0%	-	0.105		0.570	17000	
	Combined Traffic Estimates for 2 Parallel Roadwa	•	narle Count	A v. I. ino	89%	1%	1%	1%	9%	0%	F	0.108	Α	0.573	34000	
ast	From:		son County	_												_
East 64)	Albemarle County	5.90	17000	Α	89%	1%	1%	1%	9%	0%	F	0.105			17000	
	Combined Traffic Estimates for 2 Parallel Roadwa	lys on this Route:	34000	Α	89%	1%	1%	1%	9%	0%	F	0.108	Α	0.573	34000	
ant	To: From:	US 250	Rockfish G	ap Tpke												
East 64	Albemarle County	6.91	20000	F	89%	1%	1%	1%	9%	0%	F	0.123			19000	
04)	Combined Traffic Estimates for 2 Parallel Roadwa			F	89%	1%	1%	1%	9%	0%	F	0.095	F	0.639	39000	
	То		7 Dick Woo	rde Pd												
East 64)	Allo con allo Constitu				000/	10/	10/	10/	00/	00/	_	0.105			01000	
64)	Albemarle County	4.25	21000	A	89%	1%	1%	1%	9%	0% 0%	F	0.125	^	0.500	21000	
	Combined Traffic Estimates for 2 Parallel Roadwa	<u> </u>		Α	89%	1%	1%	1%	9%	0%	г	0.107	Α	0.596	41000	
ast	To: From:	US 29	Monacan T	rail Rd												_
East 64)	Albemarle County	1.49	24000	Α	88%	1%	1%	1%	9%	0%	F	0.112			25000	
\smile	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	49000	Α	89%	1%	1%	1%	9%	0%	F	0.108	Α	0.505	51000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Le	ngth AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	02-631 5th	St			Z/ (XIC	OTTIAL	TTTGII	ZIII		1 40101		1 40101		
East 64	Albemarle County 1	.73 24000	Α	88%	1%	1%	1%	9%	0%	F	0.117			25000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 47000	Α	89%	1%	1%	1%	9%	0%	F	0.11	Α	0.553	49000	Α
_	та	SR 20 Scottsvi	lle Rd												
East 64	Albemarle County 0			88%	1%	1%	1%	9%	0%	_	0.127			16000	G
(64)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		G		1%			9% 9%	0% 0%	Г	-	Α	0.567		G
	Combined Trainic Estimates for 2 Parallel Hoadways off this Ro		G	89%	170	1%	1%	9%	0%	Г	0.113	А	0.567	38000	G
East	To: From:	WCL Charlotte	sville												
East 64	City of Charlottesville (Maint: 02) 0	.17 16000	G	88%	1%	1%	1%	9%	0%	F	0.127			16000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 37000	G	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.567	38000	G
Facel	To From	ECL Charlotte	sville			_									
East 64	Albemarle County 2	.00 16000	G	88%	1%	1%	1%	9%	0%	F	0.127			16000	G
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		G	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.567	38000	G
	To Take Training Local Page 101 2 1 drainor Troducting 110 110			0070	170		1 70	0 70	0,0	•	0.110	,,	0.007	00000	ŭ
East 64	From	US 250 Richmo													
(64)	•	.42 19000	Α	88%	1%	1%	1%	9%	0%	F	0.128			19000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 40000	Α	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.521	40000	Α
Fast	To- From:	02-616 Black 0	at Rd			\Box \vdash									
East 64	Albemarle County 1	.42 18000	F	88%	1%	1%	1%	9%	0%	F	0.107			16000	F
0 +)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 36000	F	89%	1%	1%	1%	9%	0%	F	0.085	F	0.623	33000	F
	To:	Fluvanna Coun													
East 64	From:	Albemarle Cour		202/	40/		40/	00/	00/	_	0.407			10000	_
(64)	, , , , , , , , , , , , , , , , , , , ,	.51 18000	F	88%	1%	1%	1%	9%	0%	F _	0.107	_		16000	F _
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		F	89%	1%	1%	1%	9%	0%	F	0.085	F	0.623	33000	F
East	From:	Louisa County Fluvanna Coun													
East 64	Louisa County 4	.06 18000	F	88%	1%	1%	1%	9%	0%	F	0.107			16000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 36000	F	89%	1%	1%	1%	9%	0%	F	0.085	F	0.623	33000	F
	Ta U	S 15 James Mad	ison Hwy												
East 64	rom.		•	88%	1%	10/	10/	00/	0%	С	0.106			16000	۸
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	.32 17000	A	88% 89%	1%	1% 1%	1% 1%	9% 9%	0% 0%	C	0.126 0.117	Α	0.585	16000 32000	A A
	Combined Trainic Estimates for 2 Parallel Roadways off this Ro		Α	89%	170	1%	170	9%	0%	C	0.117	А	0.565	32000	А
East	To: From:	SR 208 Courtho	use Rd												
East 64	Louisa County 4	.66 15000	Α	88%	1%	1%	1%	9%	0%	F	0.126			14000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 30000	Α	89%	1%	1%	1%	9%	0%	F	0.12	Α	0.618	28000	Α
Facility	To From	Maintenance Bo	undary												
East 64	Goochland County 1	.11 15000	A	88%	1%	1%	1%	9%	0%	F	0.126			14000	Δ
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		Ā	89%	1%	1%	1%	9%	0%	F	0.120	Α	0.618	28000	A
		37-605 Shannon		00 /0	1 /0	- 70	1 /0	J /0	0 /0	'	0.12	^	0.010	20000	~

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

								Tru	ıck			K		Dir		
Route	Jurisdiction Le	ength.	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. O
ast 64	Fron:		Shannon H													
4)	y		15000	G	88%	1%	1%	1%	9%	0%	F	0.13			13000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	loute:	30000	G	89%	1%	1%	1%	9%	0%	F	0.116	Α	0.569	27000	
aet	To: From:	7-629 Old	Frederick	sburg R	i		 									
ast 64)	Goochland County	5.20	16000	Α	88%	1%	1%	1%	9%	0%	F	0.121			14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R			Α	89%	1%	1%	1%	9%	0%	F	0.117	Α	0.606	29000	
	Tα		a County I	ine												
ast	From:		and County		000/	40/		40/	00/	00/	_	0.404			4 4000	
54)	, , , , , , , , , , , , , , , , , , , ,		16000	Α	88%	1%	1%	1%	9%	0%	F _	0.121			14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	loute:	32000	Α	89%	1%	1%	1%	9%	0%	F	0.117	Α	0.606	29000	
ıst	To: From:	US 522 C	Cross Cou	nty Rd												_
ast 64	Louisa County (Maint: 37)	3.07	17000	Α	88%	1%	1%	1%	9%	0%	F	0.113			16000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	Route:	35000	Α	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.533	33000	
	Τα		and County													
ast (4)	From:		a County L		000/	10/	10/	10/	00/	00/	_	0.110			10000	
54)			17000	A	88%	1%	1%	1%	9%	0%	F	0.113		0.500	16000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	toute:	35000	Α	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.533	33000	
ast	To: From:	37-61	17 Oilville	Rd												_
ast 64	Goochland County	6.56	22000	Α	88%	1%	1%	1%	9%	0%	F	0.111			21000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	loute:	43000	Α	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.557	43000	
	To- Erons	37-62	3 Ashland	Rd												
ast 64)	Goochland County	1.19	22000	Α	88%	1%	1%	1%	9%	0%	F	0.111			23000	
54)	Combined Traffic Estimates for 2 Parallel Roadways on this R	-		Ā	89%	1%	1%	1%	9%	0%	, E	0.117	Α	0.557	49000	
	- Tanic Estimates for 21 drainer floadways on this fi				00 70	1 /0	1 70	1 /0	3 /0	0 70	'	0.107	^	0.557	43000	
ast	Front		SR 288													_
ast 64	,		32000	Α	88%	1%	1%	1%	9%	0%	F	0.146			36000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R			Α	89%	1%	1%	1%	9%	0%	F	0.125	Α	0.536	73000	
not .	To: From:		co County land County													_
ast 64)	Henrico County		32000	A	88%	1%	1%	1%	9%	0%	F	0.146			36000	
04)	Combined Traffic Estimates for 2 Parallel Roadways on this R	_		A	89%	1%	1%	1%	9%	0%	F	0.125	Α	0.536	73000	
	Tol.							.,.			-					
ast	From:		I-295								_					
ast 4	,		33000	Α	97%	0%	0%	1%	1%	0%	F	0.142			37000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	loute:	66000	Α	97%	0%	0%	1%	1%	0%	F	0.129	Α	0.554	74000	
ast	To: From:	US 250 1	Near Short	Pump												
ast 64)	Henrico County	1.43	39000	G	97%	0%	0%	1%	1%	0%	F	0.127			43000	
	Combined Traffic Estimates for 2 Parallel Roadways on this R	Route:	78000	G	97%	0%	0%	1%	1%	0%	F	0.117	Α	0.544	87000	
	To:		askins Rd											•		

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

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East 64	From		Gaskins Rd													
64)	Henrico Co	,	50000	Α	97%	0%	0%	1%	1%	0%	С	0.121			56000	Α
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	99000	Α	97%	0%	0%	1%	1%	0%	С	0.112	Α	0.545	110000	Α
Fast	To From		Parham Rd													
East 64	Henrico Co	unty 2.03	52000	Α	97%	0%	0%	1%	1%	0%	F	0.120			58000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	105000	Α	97%	0%	0%	1%	1%	0%	F	0.11	Α	0.564	117000	Α
		US 2	250; Glensid	le Dr												
East 64	Henrico Co	unty 2.03	55000	Α	97%	0%	0%	1%	1%	0%	F	0.102			61000	Α
64)	Combined Traffic Estimates for 2 Parallel	,		Ā	97%	0%	0%	1%	1%	0%	F	0.107	Α	0.553	127000	Α
	To To To The Total of The Total		3 Staples M		01 70	0 70		170	170	070	·	0.107		0.000	127000	,,
East 64	From		•							221						
64)	Henrico Co	•	70000	Α	97%	0%	0%	1%	1%	0%	-	0.106		0.500	78000	A
	Combined Traffic Estimates for 2 Parallel		143000 CL Richmo	Α1	97%	0%	0%	1%	1%	0%	F	0.104	Α	0.569	161000	Α
Fast	From		rico County													
East 64)	City of Richmond		70000	A	97%	0%	0%	1%	1%	0%	F	0.106			78000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	143000	Α	97%	0%	0%	1%	1%	0%	F	0.104	Α	0.569	161000	Α
	То	:	I-95; I-195													
East	From	·	p to I-195 S								_					_
64 I-64 E Ramp	City of Richmond	,	47000	G	97%	0%	0%	1%	1%	0%	F	0.088	_		53000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	100000	G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.591	112000	G
East	To From	Ram	p To I-195 N	North												
64 I-64 E Ramp	City of Richmond	(Maint: 43) 0.15	35000	G	97%	0%	0%	1%	1%	0%	F	0.088			40000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	97%	0%	0%	1%	1%	0%	F	NA			86000	G
	To Control of the Con	Ramp	From I-195	North			<u> </u>									
East 64 I-64 E Ramp	City of Richmond		38000	G	97%	0%	0%	1%	1%	0%	F	0.087			42000	G
64) 1-04 L Hallip	Combined Traffic Estimates for 2 Parallel	,		G	97%	0%	0%	1%	1%	0%	· -	0.087	F	0.524	88000	G
	To	: Toadways on this Houte.	I-95 South	u	31 /6	0 /6	078	1 /0	1 /0	0 /6	•	0.000	'	0.524	00000	ч
East South	From		I-95; I-195													
(64) (95)	City of Richmond	(Maint: 43) 0.48	79000	Α	93%	1%	1%	1%	5%	0%	F	0.087			82000	Α
\circ	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	Α
F4 O4b	To From	SR	161 Boulev	ard			<u> </u>									
East South	City of Richmond	(Maint: 43) 2.19	75000	Α	93%	1%	1%	1%	5%	0%	С	0.086			79000	Α
64 95	Combined Traffic Estimates for 2 Parallel	,		A	93%	1%	1%	1%	5%	0%	С	0.084	Α	0.519	153000	
	-				JU /0	1 /0	1 /0	1 /0	J /0	U /0	J	0.004	^	0.019	133000	^
East South	To From		gh St, Gilme	er St												
(64) (95)	City of Richmond		65000	Α	93%	1%	1%	1%	5%	0%	F	0.086			68000	Α
\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	Α
	To	US 1, U	JS 301 Belv	idere St												

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

				e not				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
East South	From:		S 301 Belvid													
(64) (95)	City of Richmond (Main	,	76000	F	93%	1%	1%	1%	5%	0%	F	0.086			81000	F
\smile	Combined Traffic Estimates for 2 Parallel Road	•		F	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.519	155000	F
East	From:	1-95 1	East Intercha	nge												
(64) I-64 E Ramp	City of Richmond (Main	nt: 43) 0.15	NA									NA			NA	
$\overline{}$	Tα	R	amp to 3rd St													
East 64 I-64 E Ramp	City of Richmond (Main		22000	G	93%	1%	1%	1%	5%	0%	_	0.101			23000	G
64 I-64 E Ramp	Combined Traffic Estimates for 2 Parallel Road	,		G	93%	I 70	1 70	1 70	3%	0%	Г	NA			23000 NA	G
	To:	•	np from I-95									INA			INA	
East	From:	I-95 l	East Intercha													
64	City of Richmond (Main		47000	Α	96%	1%	1%	1%	2%	0%	F	0.106			51000	Α
\circ	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	94000	Α	96%	1%	1%	1%	2%	0%	F	0.088	Α	0.604	101000	Α
East	To: From:	US 360 N	Mechanicsvill	e Tpke												
East 64	City of Richmond (Main	nt: 43) 0.25	37000	G	96%	1%	1%	1%	2%	0%	F	0.109			39000	G
04)	Combined Traffic Estimates for 2 Parallel Road	,		G	96%	1%	1%	1%	2%	0%	F	0.091	Α	0.566	80000	G
	To:		CL Richmon													
East	From:				000/	40/		40/	00/	00/	_	0.400				_
64	Henrico County	0.77	37000	G	96%	1%	1%	1%	2%	0%	-	0.109		0.500	39000	G
	Combined Traffic Estimates for 2 Parallel Road			G	96%	1%	1%	1%	2%	0%	Г	0.091	Α	0.566	80000	G
East	To: From:	MW	CL Richmon	nd												
East 64	City of Richmond (Main	,	37000	G	96%	1%	1%	1%	2%	0%	F	0.109			39000	G
\smile	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	75000	G	96%	1%	1%	1%	2%	0%	F	0.091	Α	0.566	80000	G
Fact	To: From:	EC	CL Richmond	l												
East 64	Henrico County	0.10	37000	G	96%	1%	1%	1%	2%	0%	F	0.109			39000	G
(04)	Combined Traffic Estimates for 2 Parallel Road			G	96%	1%	1%	1%	2%	0%	F	0.091	Α	0.566	80000	G
	To:	<u> </u>	3 Nine Mile													
East 64	From:				000/	40/		40/	00/	00/	_	0.440			00000	
(64)	Henrico County	2.14	31000	A	96%	1%	1%	1%	2%	0%	-	0.110		0.500	33000	A
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	61000	Α	96%	1%	1%	1%	2%	0%	F	0.091	Α	0.599	65000	Α
East	To: From:	La	aburnum Ave				}									
East 64	Henrico County	1.88	24000	Α	96%	1%	1%	1%	2%	0%	С	0.116			25000	Α
\smile	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	47000	В	96%	1%	1%	1%	2%	0%	С	0.093	Α	0.62	50000	В
F	To	SR	156 Airport I	Or												
East 64	Henrico County	4.07	17000	Α	96%	1%	1%	1%	2%	0%	F	0.121			18000	Α
04)	Combined Traffic Estimates for 2 Parallel Road			A	96%	1%	1%	1%	2%	0%	F	0.095	Α	0.623	35000	A
	Tamo Estimates for 21 didici float	ana, o on this riotic.	I-295		30 /0	1 /0	1 /3	1 /0	2 /0	0 /0	•	5.000	, ,	5.525	00000	,,

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

		-						Truck-			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		+Axle 1T	ail 2Trail	QC	Factor	QK	Factor	AAWDT	· Q
ast 64	From:		I-295								0.400			20000	
4)	Henrico County	2.84	35000	G							0.106			32000	(
	Combined Traffic Estimates for 2 Parallel Roadways or			G							0.097	Α	0.524	65000	(
et	rom:		Kent County												
ast 4	New Kent County	1.30	35000	G							0.106			32000	
7	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:		G							0.097	Α	0.524	65000	
	То		R 33, SR 24												
st D	New Kent County	5.32	32000	В	91%	1%	1%	1% 79	% 0%	С	0.104			28000	
33	Combined Traffic Estimates for 2 Parallel Roadways or			В	91%	1%	1%	1% 7		C	0.098	Α	0.503	57000	
	Tollied Traine Estimates for 2 T drainer Houdways of	Tillis Houte.			3170	1 /0	1 70	170 7	0 70	O	0.030	^	0.505	37000	
t	From:		SR 106												
(33)	New Kent County	3.47	33000	В	91%	1%	1%	1% 79		F	0.102			30000	
	Combined Traffic Estimates for 2 Parallel Roadways or	1 this Route:	66000	В	91%	1%	1%	1% 79	% 0%	F	0.098	Α	0.516	59000	
st	To: From:		SR 155												
33)	New Kent County	5.69	32000	Α	91%	1%	1%	1% 79	6 0%	F	0.105			29000	
.)	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	64000	Α	91%	1%	1%	1% 79	6 0%	F	0.101	Α	0.514	57000	
	To:	SR	33 Eltham	Rd											
t)	New Kent County	4.29	29000	Α	92%	1%	1%	1% 69	% 0%	F	0.109			25000	
•)	Combined Traffic Estimates for 2 Parallel Roadways or			A	92%	1%	1%	1% 6		' E	0.103	Α	0.520	49000	
	To:		City Count		JZ /0	1 /0	1 /0	170 0	0 70	•	0.103	^	0.520	43000	
t	From:		Kent County												_
.)	James City County	2.45	29000	Α	92%	1%	1%	1% 69	6 0%	F	0.109			25000	
	Combined Traffic Estimates for 2 Parallel Roadways or	າ this Route:	57000	Α	92%	1%	1%	1% 69	% 0%	F	0.105	Α	0.520	49000	
†	To: From:	SR 3	0 Old Stage	e Rd											_
et .	James City County	4.28	31000	Α	92%	1%	1%	1% 69	6 0%	F	0.104			28000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	62000	Α	92%	1%	1%	1% 69	6 0%	F	0.101	Α	0.552	55000	
	To		07 Croaker	Rd											
st	From:				000/	40/	40/	40/ 0/		_	0.400			00000	
1)	James City County	1.97	35000	Α	92%	1%	1%	1% 69		-	0.100		0.540	32000	
	Combined Traffic Estimates for 2 Parallel Roadways or		k County L	Α	92%	1%	1%	1% 69	% 0%	F	0.096	Α	0.512	63000	
t	Fron:		City County L												
st	York County	0.87	35000	Α	92%	1%	1%	1% 69	6 0%	F	0.100			32000	
	Combined Traffic Estimates for 2 Parallel Roadways or	ո this Route:	69000	Α	92%	1%	1%	1% 69	% 0%	F	0.096	Α	0.512	63000	
	To SR	199 W, Humelsi	ne Pkwy; 9	9-646 N	ewman Ro	d									
st 1	York County	4.71	32000	Α	92%	1%	1%	1% 69	% 0%	С	0.100			30000	
')	Combined Traffic Estimates for 2 Parallel Roadways or			A	92%	1%	1%	1% 6		C	0.095	Α	0.519	59000	
	To:		3 Camp Pea		JL /0	1 /0		. 70 0	0 70	5	0.000	, ,	5.515	00000	

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

								Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From:		3 Camp Pea													
64	York County	•	33000	G	92%	1%	1%	1%	6%	0%	F	0.076			30000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	62000	G	92%	1%	1%	1%	6%	0%	F	0.077	F	0.53	60000	G
East	To: From:	SR 199	E, Humelsir	ne Pkwy	,											
East 64	York County	y 1.62	43000	G	92%	1%	1%	1%	6%	0%	F	80.0			39000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	81000	G	93%	1%	1%	1%	5%	0%	F	0.076	F	0.543	78000	G
East	To: From:	US 60 Pocahontas	Trail; SR 1	43 Meri	rimac Trail											
East 64	York County	y 0.59	40000	G	96%	0%	1%	1%	3%	0%	F	0.071			41000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	82000	G	96%	0%	1%	1%	3%	0%	F	0.074	F	0.56	83000	G
	To:		City County	_												
East 64	James City County (I		rk County L 40000	ine G	96%	0%	1%	1%	3%	0%	F	0.071			41000	G
64	Combined Traffic Estimates for 2 Parallel F			G	96%	0%	1%	1%	3%	0%	F	0.074	F	0.56	83000	G
	To		13 Merrimac			070		170	070	070		0.07 1		0.00		
East 64	From:L James City County (I				060/	00/	10/	10/	20/	00/	_	0.070			41000	0
(64)		•	41000	G	96%	0% 0%	1%	1%	3%	0% 0%		0.079 0.070	F	0.516	41000	G G
	Combined Traffic Estimates for 2 Parallel F			G	96%	0%	1%	1%	3%	0%	Г	0.070	Г	0.516	84000	G
East	To: From:	WCI	L Newport N	News												
East 64	City of Newport News	(Maint: 99) 1.32	41000	G	96%	0%	1%	1%	3%	0%	F	0.079			41000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	82000	G	96%	0%	1%	1%	3%	0%	F	0.070	F	0.516	84000	G
East	To: From:	SR 2	38 Yorktow	n Rd												
East 64	City of Newport News	(Maint: 99) 2.04	43000	G	96%	0%	1%	1%	3%	0%	F	0.080			44000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	88000	G	96%	0%	1%	1%	3%	0%	F	0.070	F	0.507	90000	G
Fact	To: From:	SR 10	05 Ft Eustis	Blvd												
East 64	City of Newport News	(Maint: 99) 5.03	52000	G	96%	0%	1%	1%	3%	0%	F	0.076			53000	G
(47)	Combined Traffic Estimates for 2 Parallel F	•	101000	G	96%	0%	1%	1%	3%	0%	F	0.073	F	0.513	102000	G
	Tax	SR 1	43 Jefferson	Ave			_									
East 64	City of Newport News		60000	G	96%	0%	1%	1%	3%	0%	_	0.077			61000	G
(64)	Combined Traffic Estimates for 2 Parallel F	•		G	96%	0%	1%	1%	3%	0%		0.077	F	0.581	105000	G
	Combined Trainic Estimates for 2 Faralier F				90%	076	1 70	1 70	3%	076	Г	0.073	Г	0.561	103000	G
East	To: From:		1 Oyster Po													
64)	City of Newport News	•	67000	Α	96%	0%	1%	1%	3%	0%	С	0.088			69000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	133000	Α	96%	0%	1%	1%	3%	0%	С	0.085	Α	0.548	136000	Α
East	To: From:	US 17 J	Clyde Mor	ris Blvd		•										
(64)	City of Newport News	(Maint: 99) 1.06	79000	G	96%	0%	1%	1%	3%	0%	F	0.074			81000	G
\smile	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	158000	G	96%	0%	1%	1%	3%	0%	F	0.076	F	0.528	161000	G
-	To:	W	/CL Hampto	on												

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

						_		Tru	ck			K		Dir		
Route	Jurisdicti	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
East 64)	Fro		L Newport N													
64)	City of Hampton		79000	G	96%	0%	1%	1%	3%	0%	F	0.074	_		81000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	158000	G	96%	0%	1%	1%	3%	0%	F	0.076	F	0.528	161000	G
ast	Tro	Hampton 1	Roads Cente	r Parkw	ay											
east 64	City of Hampton	(Maint: 99) 1.33	69000	G	96%	0%	1%	1%	3%	0%	F	0.073			71000	(
	Combined Traffic Estimates for 2 Paralle	l Roadways on this Route:	138000	G	96%	0%	1%	1%	3%	0%	F	0.075	F	0.538	140000	(
nat	T Fro	SR 13	34 Magruder	r Blvd			\Box									
ast (134)	City of Hampton	(Maint: 99) 0.52	84000	G	96%	0%	1%	1%	3%	0%	F	0.076			85000	(
104)	Combined Traffic Estimates for 2 Paralle	•	167000	G	96%	0%	1%	1%	3%	0%	F	0.078	F	0.537	170000	(
			SR 134 Mer	curv Blv	đ											
ast 4	City of Hampton		75000	G	96%	0%	1%	1%	3%	0%	_	0.076			77000	(
4)	Combined Traffic Estimates for 2 Paralle	,		G	96%	0%	1%	1%	3%	0%	F	0.078	F	0.537	153000	
	Tame Estimates for 21 arane		mpton Roads			0 /6	1/8	1 /0	J /6	0 /6	'	0.076	'	0.557	133000	
st	Fro	m:	I-664													
4) Hampton Roads Beltwa	, ,		56000	G	96%	1%	1%	0%	2%	0%	F	0.072			58000	
	Combined Traffic Estimates for 2 Paralle	I Roadways on this Route:	115000	G	96%	1%	1%	0%	2%	0%	F	0.070	F	0.524	118000	
st	Tro	SR SR	167 LaSalle	Ave												
Hampton Roads Beltwa	y City of Hampton	(Maint: 99) 0.68	47000	G	96%	1%	1%	0%	2%	0%	F	0.082			49000	
	Combined Traffic Estimates for 2 Paralle	l Roadways on this Route:	98000	G	96%	1%	1%	0%	2%	0%	F	0.079	F	0.501	100000	
-1	T Fm	m.	Rip Rap Rd				<u> </u>									
ist 4) Hampton Roads Beltwa	v City of Hampton	(Maint: 99) 1.83	47000	F	96%	1%	1%	0%	2%	0%	F	0.082			47000	
4)	Combined Traffic Estimates for 2 Paralle	'		F	96%	1%	1%	0%	2%	0%	F	0.079	F	0.501	98000	
			143 Settlers	Landing	Rd											
st	Poltway City of Hampton				96%	1%	1%	0%	2%	00/	_	0.075			41000	
Hampton Roads I	Seltway City of Hampton Combined Traffic Estimates for 2 Paralle	'	40000	G G	96% 96%	1%	1%	0% 0%	2% 2%	0% 0%		0.075 0.072	F	0.527	88000	
	Combined Trainic Estimates for 2 Farane				30 /0	1 /0	1 /0	0 /6	2/0	0 /6	•	0.072	•	0.527	88000	
st ~~~	Fro		169 Mallory	y St												
(60) Hampton Roads I			44000	Α	96%	1%	1%	0%	2%	0%	С	0.082			45000	
<i>></i> ~	Combined Traffic Estimates for 2 Paralle			<u> </u>	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.531	90000	
st	Fro		WCL Norfoll ECL Hampto													
$\binom{60}{1}$ Hampton Roads I	Bridge Tunnel City of Norfolk (I		44000	Α	96%	1%	1%	0%	2%	0%	С	0.082			45000	
	Combined Traffic Estimates for 2 Paralle		87000	Α	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.531	90000	
		in the second se	Bayville St													
(4) (60) Hampton Roads I	Beltway City of Norfolk (Maint: 64) 1.74	44000	F	96%	1%	1%	0%	2%	0%	F	0.086			45000	
Hampton Roads I	Combined Traffic Estimates for 2 Paralle			F	96% 96%	1%	1%	0% 0%	2% 2%	0% 0%	L L	0.086	F	0.544	89000	
	Johnshieu Tranic Estillates IVI 2 Falalle		4th View St	•	JU /0	1 /0	1 /0	U /0	£ /0	U /0	1	0.070	1	0.544	09000	-

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

		Primary and Inters	iate Ro	utes											
Route	Jurisdiction	Length AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	ΟW
rioute	dunsalction	Length AADI	GA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
East	From:	4th View													
(64)	City of Norfolk (Maint: 64)	1.30 42000	F	96%	1%	1%	0%	2%	0%	F	0.083			43000	F
\smile	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route: 84000	F	96%	1%	1%	0%	2%	0%	F	0.076	F	0.556	84000	F
Fact	To- From:	Bay Ave													
East 64	City of Norfolk (Maint: 64)	1.09 47000	F	96%	1%	1%	0%	2%	0%	F	0.085			49000	F
04)	Combined Traffic Estimates for 2 Parallel Roadways or		F	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	94000	F
	To	New Gate													
East 64	From:									_					_
(64)	City of Norfolk (Maint: 64)	0.31 52000	F	96%	1%	1%	0%	2%	0%	F _	0.088	_		54000	-
~	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route: 89000	F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	91000	F
Fast	To: From:	I-564, US 460 G	anby St												
East 64	City of Norfolk (Maint: 64)	1.38 56000	Α	96%	0%	1%	1%	2%	0%	С	0.108			61000	Α
	Combined Traffic Estimates for 3 Parallel Roadways or	n this Route: 134000	F	98%	0%	0%	0%	1%	0%	F	0.057	Α	0.999	146000	F
	T _{CV}	SR 168 Tidewa	ter Dr												
East 64	From:			070/	00/	10/	10/	00/	00/	_	0.1			E 4000	_
64)	City of Norfolk (Maint: 64)	1.04 50000	F	97%	0%	1%	1%	2%	0%	F	0.1		0.070	54000	F
	Combined Traffic Estimates for 3 Parallel Roadways or	1 this Route: 127000	F	98%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	138000	F
East	Ter From:	SR 194 Chesape	ke Blvd												
East 64	City of Norfolk (Maint: 64)	1.00 60000	F	96%	1%	1%	0%	2%	0%	С	0.09			64000	F
\bigcirc	Combined Traffic Estimates for 3 Parallel Roadways or	n this Route: 144000	F	97%	0%	1%	0%	1%	0%	С	NA			155000	F
	To	SR 247 Norvie	w Ave												
East 64	City of Norfolk (Maint: 64)	1.26 66000	F	97%	0%	1%	1%	2%	0%	E	0.085			71000	F
64)	Combined Traffic Estimates for 3 Parallel Roadways or			97%	0%	0%	0%	1%	0%	, E	0.089	Α	0.652	163000	, F
	Combined Traine Estimates for 31 araner roadways of			31 /6	0 76	0 /0	0 /6	1 /0	0 /6	'	0.003	^	0.032	103000	•
East	From:	SR 165 Militar	Hwy												
East 64	City of Norfolk (Maint: 64)	1.19 58000	F	97%	0%	1%	1%	2%	0%	F	0.103			60000	F
\smile	Combined Traffic Estimates for 3 Parallel Roadways or	n this Route: 145000	F	97%	0%	0%	0%	1%	0%	F	0.081	F	0.631	154000	F
Foot	To: From:	US 13, SR 166 North	ampton E	Blvd											
East 64	City of Norfolk (Maint: 64)	1.74 71000	G	97%	0%	1%	1%	2%	0%	F	0.084			78000	G
(04)	Combined Traffic Estimates for 3 Parallel Roadways or			97%	0%	0%	0%	1%	0%	F	0.077	F		192000	G
	To To The Total Trainer Traine			07.70	0 70		0 70	1 /0	0 70	•	0.077	•		102000	G
East	From:	I-264													
East 64	City of Norfolk (Maint: 64)	1.34 71000	Α	97%	0%	1%	1%	2%	0%	С	0.105			77000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways or			97%	0%	1%	0%	2%	0%	С	0.085	Α	0.618	152000	В
Fact	To:	WCL Virginia ECL Norfo													
East 64	City of Virginia Beach (Maint: 64)	1.35 71000	<u>к</u>	97%	0%	1%	1%	2%	0%	С	0.105			77000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways or			97%	0%	1%	0%	2%	0%	C	0.085	Α	0.618	152000	В
	To:	Indian River		0.70	- 70		0 / 0	_ / 0	5 / 0	-	0.000		0.010	. 52000	_
	<u> </u>	111411111111111111111111111111111111111													

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

									Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		In	dian River I	Rd			27100	OTTIAL	TTTUI	ZIIGII		1 40101		1 40101		
East (64)	City of Virginia Beacl	h (Maint: 64)	1.57	66000	F	97%	0%	1%	1%	2%	0%	F	0.081			71000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on tl	his Route:	130000	F	98%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	139000	F
	To:		EC	L Chesapea	ake												
East 64	From:	(14.1.2.2)		Virginia B								_					_
64)	City of Chesapeake	,	0.98	66000	F	97%	0%	1%	1%	2%	0%	F -	0.081			71000	F -
	Combined Traffic Estimates for 2 Parallel	Roadways on the	his Route:	130000	F	98%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	139000	F
Fast	T _O : From:		Gree	enbrier Park	tway												
East (64)	City of Chesapeake	(Maint: 64)	2.13	44000	F	97%	0%	1%	1%	2%	0%	F	0.08			48000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on the	his Route:	92000	F	97%	0%	1%	0%	2%	0%	F	0.077	F	0.517	98000	F
	To:		SR 16	8 Battlefield	d Blvd												
East (64)	From:	(Mainte C4)				97%	00/	10/	10/	00/	00/	_	0.070			60000	F
64)	City of Chesapeake		0.58	56000	F		0%	1%	1%	2%	0%		0.078	_	0.500	60000	•
_	Combined Traffic Estimates for 2 Parallel	Roadways on ti	nis Route:	111000	G	97%	0%	1%	0%	2%	0%	F	0.073	F	0.508	119000	G
East	To: From:			I-464													
(64) (17)	City of Chesapeake	(Maint: 64)	4.31	42000	F	92%	1%	1%	1%	5%	0%	F	0.085			43000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on tl	his Route:	89000	F	93%	0%	1%	1%	5%	0%	F	0.084	F	0.506	91000	F
	To:		US 17 Geo	orge Washir	ngton Hy	vv											
East (64)	City of Chesapeake	(Mainte C4)					10/	10/	10/	E0/	00/	_	0.005			20000	F
64)	· · · · · · · · · · · · · · · · · · ·	,	1.46	38000	F	92%	1%	1%	1%	5%	0%		0.095	_	0.50	39000	•
	Combined Traffic Estimates for 2 Parallel	Roadways on ti	nis Route:	76000	F	93%	0%	1%	1%	5%	0%	F	0.086	F	0.53	76000	F
East	To: From:		US 13, US	460 Militar	ry Highw	/ay											
East 64	City of Chesapeake	(Maint: 64)	2.31	42000	Α	92%	1%	1%	1%	5%	0%	С	0.088			45000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on the	his Route:	84000	Α	93%	0%	1%	1%	5%	0%	С	0.086	Α	0.517	88000	Α
	To:			I-264, I-664	1												
East	From:			I-64 East													
(64) Ramp	Alleghany Co	ounty	0.13	47	G								0.148			47	G
$\overline{}$	To:		FR-19	98 Jerrys Ru	un Rd												
East	From:			to Welcom													
64 Jerrys Run Welcome Ce	nter Alleghany Co	ounty	0.10	420	Α	96%	0%	1%	0%	2%	0%	С	0.203			350	Α
East	10: From:		Enter Welco	ome Center I													
64 Jerrys Run Welcome Ce	nter Alleghany Co	ountv	0.10	420	A	96%	0%	1%	0%	2%	0%	С	0.203			350	Α
	To:			from Welco								_					
East	From:		I-64-E TO RT														
(64) Ramp	Alleghany Co		0.14	190	G								0.135			190	G
	To:	-	03-661	FROM I-64	4 EAST												
East	From:	-		I-64 East													
(64) (60) Ramp	Alleghany Co	ounty	0.22	470	G								0.113			470	G
	To:		SR 159	Dunlap Cr	eek Rd												

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

		Filliary and interstate noutes		
Route	Jurisdiction	Langth AADT OA ATire Rue	Truck QC K Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East 64 Ramp	City of Covington (Maint: 03)	I-64 East 0.18	0.093	1100 G
East 64 Ramp	Alleghany County	I-64 East 0.28 1500 G US 60; 03-648 Horse Mountain View	0.101	1500 G
East 64 Ramp	Fron: Alleghany County ™	I-64-E TO RT 696 WEST & EAST 0.10 2300 G 03-696; 03-696- B FROM & TO I-64	0.124	2300 G
East 64 Ramp	Fron: Alleghany County ™	I-64 East 0.15 3000 G Bus US 60, Bus US 220	0.102	3000 G
East 64 Ramp	Alleghany County	I-64 East 0.27 2200 G Bus US 60, Bus US 220	0.11	2200 G
East 64 Ramp	From: Alleghany County Toc	I-64 East 0.24 1000 G SR 42 Forty Two Rd	0.114	1000 G
East 64 Ramp	Fron: Alleghany County Toc	I-64 East 0.04 270 G Truck Parking Area	0.093	270 G
East 64 Ramp	Alleghany County	TO TRUCK PARKING AREA 0.08 NA Gap WEST END REST AREA	NA	NA
East 64 Ramp	Alleghany County	Gap EAST END REST AREA 0.18 NA FROM TRUCK PARKING AREA	NA	NA
East 64 Ramp	Alleghany County	0.03 NA I-64-E FROM TRUCK REST AREA	NA	NA
East 64 Ramp	Front Alleghany County To: SY	I-64-E TO RT 269WEST & EAST 0.23 30 G R 269 RAMP FROM I-64 & 60 FROM RT 6	0.32	30 G
East 64 Ramp	Rockbridge County	I-64 East 0.20 NA Scenic Dr] NA	NA
East 60 Ramp	Rockbridge County	I-64 East 0.18 200 G US 60 Fredericksburg Rd	0.113	200 G
East 64 Ramp	Rockbridge County	I-64 East 0.19 1200 G US 11 N Lee Highway	0.126	1200 G

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-64 East				Z/ txic	OTTINIC	TTTQII	ZIIdii		1 40101		1 doloi		
(64) Ramp from I-64 E Exit 56 to I-81 S at Exit 191	Rockbridge County	0.37	2500	G	78%	1%	1%	1%	19%	0%	F	0.106			2300	G
(04) ******** ** = = **** ** * * * * * * *	To:		I-81 South					.,.	, .	-,-	-					-
Foot	From:		I-64 East													
East 64 Ramp	Augusta County	0.24	6000	G	94%	0%	1%	1%	3%	1%	С	0.1			6000	G
64 Ramp	Augusta Odunty		Tinkling Spi		34 /0	0 /6	1 /0	1 /0	J /6	1 /0	O	0.1			0000	ч
		SR 283		niig Ku												
East	From:	0.00	I-64 East									0.000			4000	_
64 Ramp	Augusta County	0.22	4900	G								0.090			4900	G
	To:	I-64 East Exit														
East 64 Ramp	Augusta County	0.03	B FROM RT	64 EAS	51							NA			NA	
64 Ramp	Augusta County			3 f 0 m	DT 64							INA			INA	
	10.	US 340 US 340-														
East	From:		A FROM IS	64 EAS	Т											
(64) Ramp	Augusta County	0.04	NA									NA			NA	
\smile	To:	US 340	FROM I-64	EAST												
East	From:		I-64 East													
(64) Ramp	City of Waynesboro (Mai	nt: 07) 0.22	3300	G								0.097			3300	G
	To:	136-5	118 Delphin	e Ave												
East	From:		I-64 East													
(64) Ramp	Augusta County	0.32	2600	G								0.099			2600	G
(94) . m.nb	To:		est Exit 99A				1					0.000			2000	ŭ
F. C.	From	10		rump												
East	Nelson County (Maint:	02) 0.02	I-64 East									NA			NA	
64 Ramp	neison County (Maint.	,		T . C								INA			INA	
East	From:		of Parking I													
64 Ramp	Nelson County (Maint:		NA	Loi, Gap								NA			NA	
64) Hamp	To:		OM SCENI	C VIEV	I							14/7			INA	
		1-04-E I F		CVILV	'											
East	Prom:	0.07	I-64 East													
64 Ramp	Albemarle County	0.07	NA									NA			NA	
F	From:		End Parking													
East 64 Ramp	Albemarle County	0.05	End Parking NA	Area								NA			NA	
64 Ramp	Albernarie County		OM SCENI	CVIEN	7							INA			INA	
		I-04-E FF	OM SCENI	CVIEV	/											
East	From:		East to Rest					_	_	_	_	_		_		
64 Charlottesville Rest Area Ramp	Albemarle County	0.19	740	G	96%	0%	1%	0%	2%	0%	F	0.096			740	G
	To:		est Area Parl													
East	From:		st Area Park		00=1	061		00'	061	051	_	0.45.			1000	_
64 Charlottesville Rest Area Ramp	Albemarle County	0.06	1600	G	96%	0%	1%	0%	2%	0%	F	0.131			1300	G
<u> </u>	To:	I-64 E	ast from Res	t Area												
East	From:		I-64 East													
(64) I-64 East Exit 107	Albemarle County	0.14	1700	F		-						0.117			1700	F
\smile	To	US 250	Rockfish Ga	p Trnpk												

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

Route	Jurisdiction		2Axle 3+Axle 1Trail 2Trail QC K QK Dir Factor Factor	AAWDT	QW
East 64 Ramp	Albemarle County	I-64 East 0.17 320 F 02-637 Dick Woods Rd	0.121	320	F
East 64 Ramp	Albemarle County	I-64 East 0.21 490 G US 29 S, Monacan Trail Rd	0.107	490	G
East 64 Ramp	Albemarle County	I-64 East 0.19 6200 G US 29 N, Monacan Trail Rd	0.165	6200	G
East 64 Ramp	Albemarle County	I-64 East 0.16	0.109	5300	G
East 64 Ramp	From: Albemarle County To	I-64 East 0.20 5800 G SR 20 Scottsville Rd	0.144	5800	G
East 64 Ramp	Albemarle County	I-64 East 0.21 2400 F SR 20 N, Scottsville Rd	0.147	2400	F
East 64 I-64 E Exit 124	Albemarle County	I-64 East 0.21 3500 G US 250 Richmond Rd	0.196	4100	G
East (64) I-64 East Exit 129	Albemarle County	I-64 East 0.22 2800 G 02-616 Black Cat Rd	0.176	2800	G
East 64 Ramp	From: Louisa County To	I-64 East 0.27 4000 G US 15 James Madison Hwy	0.139	4000	G
East 64 Ramp	From: Louisa County To	I-64 East 0.31 2400 G SR 208 Courthouse Rd	0.146	2400	G
East 64 Ramp	From: Goochland County τα	I-64-E TO RT 605WEST & EAST 0.19 590 G 37-605; 37-605- 7A FROM & TO I-64	0.141	590	G
East 64 Ramp	Goochland County	I-64-E TO RT 629WEST & EAST 0.18 370 G 37-629; 37-629- 1A FROM & TO I-64	0.161	370	G
East 64 Ramp	From Goochland County	I-64-E TO US 522SOUTH & NORTH 0.26 880 G US 522 US 522- 18A FROM & TO I-64	0.118	880	G
East 64 Ramp	Goochland County	I-64-E TO RT 617SOUTH & NORTH 0.13 520 G 37-617; 37-617- A FROM & TO I-64	0.108	520	G

5/2/2016

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

		Timary and interstate i				Trı	ıck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	AAWDT	QW
East	From:	I-64 East to Rest Area			1	3171710	· · · · · ·			. 40101	. 4010	•	
(64) Goochland Rest Area Ramp	Goochland County	0.09 NA								NA		NA	
	To:	Enter Rest Area Parking I	ot										
East	From:	Exit Rest Area Parking L											
Goochland Rest Area Ramp	Goochland County	0.13 1200 G	77%	1%	1%	1%	20%	0%	С	0.099		1200	G
	To:	I-64 East from Rest Are	a										
East	From:	I-64 Eastbound											
(64) Ramp	Goochland County	0.21 2700 G	91%	1%	2%	2%	4%	0%	С	0.1		2700	G
	То:	37-623 Ashland Rd											
East	From:	I-64 East											
Ramp From I-64 E to SR 288	Goochland County	0.23 5900 A	86%	1%	1%	2%	9%	0%	С	0.174		6000	Α
	To:	SR 288											
East	From:	I-64 East											
(64) Ramp from I-64 E Exit 178A to US 250	Henrico County	0.17 6000 G	99%	0%	0%	0%	0%	0%	F	0.114		6400	G
04)	To:	US 250 W, Broad St											
East	From:	I-64 East											
(64) Ramp from I-64 E Exit 178B to US 250	Henrico County	0.21 3700 G	99%	0%	1%	0%	0%	0%	F	0.215		3900	G
(64) Hamp Hom For E Exit 170B to 66 200	To:	US 250 E, Broad St	0070	070		070	070	070	•	0.210		0000	~
F	From:				_								
East (64) Ramp	Hanriaa Caunty	0.31 4300 G								0.109		4300	G
64 hamp	Henrico County	43-7514 S, Gaskins Rd								0.109		4300	G
East	From:	I-64 East								0.400		0.400	_
64 Ramp	Henrico County	0.24 3400 G								0.128		3400	G
	10.	43-7514 N, Gaskins Rd											
East	From:	I-64 East											_
64) Ramp	Henrico County	0.19 8400 G								0.099		8400	G
<u> </u>	To:	Parham Rd											
East	From:	I-64 East Collector Rd											
Ramp	Henrico County	0.18 8500 G								0.126		8500	G
$\overline{}$	To:	43-7536 S, Glenside Dr											
East	From:	I-64 East Collector Rd											
(64) Ramp	Henrico County	0.17 4300 G								0.172		4300	G
$\overline{}$	To:	US 250 E, Broad St											
East	From:	I-64 East											
(64) Collector Road	Henrico County	0.16 10000 A								0.158		12000	Α
	Τα	I-64 East Exit 183A to Glens	ide Dr										
East	From:	I-64 East			<u> </u>								
(64) Ramp	Henrico County	0.11 2900 G								0.112		2900	G
04) Tallip	To To To To	43-7546 Dickens Rd								0.112		2000	J
	F												
East Down from L CA E Evit 1950 to CD 22	Honrio - Country	I-64 East								0.100		0.400	٨
Ramp from I-64 E Exit 185B to SR 33	Henrico County	0.14 2000 A								0.189		2400	Α
	To:	SR 33 Staples Mill Rd											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir AAWDT QW 2Axle 3+Axle 1Trail 2Trail Factor Factor
East (64) Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Maint: 43)	I-64 East 0.16 26000 G	0.12 26000 G
East 64 Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Maint: 43)	Ramp to Laburnum Ave 0.08 21000 G I-195 South	0.126 21000 G
East 64 Ramp	City of Richmond (Maint: 43)	I-64 East Exit 186A 0.16 4600 G 127-7555 Laburnum Ave	0.097 4600 G
East 64 Ramp	City of Richmond (Maint: 43)	I-64 East 0.14 11000 G I-195 North	0.157 11000 G
East 64 Ramp	City of Richmond (Maint: 43)	I-64 East Collector Rd 0.17 2300 G	0.087 2300 G
East 64 Ramp	From: Henrico County	US 360 W, Mechanicsville Tpke I-64 East Collector Rd 0.17 13000 G	0.12 13000 G
East 64 Collector Road	From: City of Richmond (Maint: 43)	US 360 E, Mechanicsville Tpke I-64 East 0.10	0.109 15000 G
East 64 Ramp	From: Henrico County To	I-64 East 0.10 1700 G SR 33 W, Nine Mile Rd	0.084 1700 G
East 64 Ramp	From: Henrico County To	I-64 East 0.18 8300 G SR 33 E, Nine Mile Rd	0.099 8300 G
East 64 Ramp	Henrico County	I-64 East 0.23 11000 G 43-7555 Laburnum Ave	0.091 11000 G
East 64 Ramp from I-64 E Exit 197A to SR 156 S	From: Henrico County	I-64 East 0.28 6600 G 94% 1%	1% 1% 3% 0% F 0.092 7000 G
East 64 Ramp from I-64 E Exit 197B to SR 156 N	From: Henrico County To:	SR 156 S, Airport Dr I-64 East 0.20 4700 G 95% 1% SP 156 N, Airport Dr	1% 1% 3% 0% F 0.116 5000 G
East 64 Ramp from I-64 E Exit 200A to I-295 E	From Henrico County	SR 156 N, Airport Dr I-64 East Collector Rd 0.44	1% 1% 19% 0% F 0.133 3200 G
East (64) Ramp from I-64 E Exit 200B to I-295 W	From: Henrico County	I-295 East Collector Rd I-64 East Collector Rd 0.22 700 G 91% 1%	1% 1% 7% 0% F 0.119 690 G

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

-		Fillidity and interstate noutes			Tru	ol.			- V		D:*		
Route	Jurisdiction	Length AADT QA 4Tire	Bus		3+Axle			QC	K	QK	Dir Factor	AAWDT	QW
	Ground	X (4 F)		2AXIE	3+Axie	1 I raii	2 i raii		Factor		Factor		
East Collector Road	Henrico County	I-64 East 0.54 3800 G 91%	1%	10/	10/	70/	00/	F	0.12			2000	G
64 Collector Road	Henrico County		170	1%	1%	7%	0%	Г	0.13			3800	G
	1.00	I-64 East Exit 200A I-295 East & US 60											
East (64) Ramp	From:	I-64 East											
(64) Ramp	New Kent County	0.25 5900 G 97%	0%	1%	0%	1%	0%	С	0.153			5900	G
<u> </u>	To:	Ramp Split prior to Rt 33 & Rt 249											
East	From:	Ramp Split											
Ramp	New Kent County	0.05 NA							NA			NA	
<u> </u>	To:	SR 33 New Kent Hwy East											
East	From:	Ramp Split											
(64) Ramp	New Kent County	0.08 2600 G 96%	0%	1%	0%	2%	0%	С	0.151			2600	G
	To:	SR 33 New Kent Hwy West											
East	From:	I-64 East											
Ramp	New Kent County	0.19 1000 G							0.091			1000	G
64) 1 141119	To:	SR 106 Emmaus Church Rd							0.001			1000	<u> </u>
East County Wales are a County	N and K and O and the	I-64 East to Rest Area	40/	40/	40/	70/	00/	_	0.407			0000	_
(64) New Kent Welcome Center	New Kent County	0.09 2400 B 91%	1%	1%	1%	7%	0%	F	0.137			2000	В
	To:	Enter Rest Area Parking Lot											
East	Navy Karat Cayraty	Exit Rest Area Parking Lot	10/	10/	00/	010/	00/	_	0.400			0500	_
64 New Kent Welcome Center	New Kent County	0.18 2500 G 76%	1%	1%	0%	21%	0%	С	0.103			2500	G
	10.	I-64 East from Rest Area		J									
East (64) Ramp	From:	I-64 East											
(64) Ramp	New Kent County	0.22 1900 G							0.12			1900	G
$\overline{}$	To:	SR 155											
East	From:	I-64 East											
(64) (33) Ramp	New Kent County	0.49 4000 G							0.122			4000	G
	To:	SR 33											
East	From:	I-64 East	<u> </u>		•		•				•		
(64) Ramp	James City County	0.33 1500 G							0.102			1500	G
04) 11011119	Tailos Oity Oddity	I-64 East Exit 227B to SR 30 East							0.102			1300	u
East	From:	I-64-E227B TO RT 30 EAST		-									
(64) Ramp	James City County	0.03 NA							NA			NA	
(04) · · · · · · · · · ·	To:	SR 30 FROM RT 64 EAST		1									
-	From:			L									
East		I-64-E227A TO RT 30 EAST							N 1 A			N 1 A	
Ramp	James City County	0.04 NA							NA			NA	
	10:	SR 30 FROM I-64 EAST											
East	From:	I-64 East											
(64) Ramp	James City County	0.33 610 G							0.102			610	G
\smile	To	SR 30 W, Croaker Rd											
Fast	From:	I-64 East											
East (64) Ramp	James City County	0.20 450 G							0.104			450	G
04)	To:	SR 30 E, Croaker Rd							0.104			100	~
	ı	SK 30 E, Cloaker Ku											

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

		Trimary and interstate ributes		
Route	Jurisdiction		Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East (64) Ramp	York County	I-64 East 0.19 6900 G	0.097	6900 G
East	To: From	SR 199 I-64 East		
East 64 Ramp	York County	0.16 3000 G SR 143 Merrimac Trail	0.109	3000 G
East 64 Ramp	York County	I-64 East 0.31 1800 G SR 199 West	0.134	1800 G
East 64 Ramp	York County	I-64 East 0.21 1100 G	0.11	1100 G
East (64) Ramp	From York County	SR 199 East I-64 East 0.30 1500 G	0.091	1500 G
East (64) Ramp	To: From: York County	US 60 I-64 East 0.11 210 G	0.307	210 G
East	To: From:	I-64 West Exit 243B to SR 143 North I-64 East		
64 Ramp	James City County	0.25 2200 G SR 143 Merrimac Trail	0.093	2200 G
East 64 Ramp	City of Newport News (Maint: 99	I-64 East 0) 0.29 4000 G SR 105 W, Ft Eustis Blvd	0.114	4000 G
East 64 Ramp	City of Newport News (Maint: 99	I-64 East 0) 0.19 4600 G SR 105 E, Ft Eustis Blvd	0.088	4600 G
East 64 Ramp	City of Newport News (Maint: 99	I-64 East Collector Rd 0) 0.35 6500 G SR 143 S, Jefferson Ave	0.077	6500 G
East 64 Ramp	City of Newport News (Maint: 99	I-64 East Collector Rd	0.085	2400 G
East 64 Ramp	City of Newport News (Maint: 99	I-64 East 0) 0.27 9200 G	0.075	9200 G
East 64 Collector Rd	City of Newport News (Maint: 99		0.079	2700 G
East 64 Collector Rd	City of Newport News (Maint: 99		0.084	18000 G
		I-64 East Exit 255B to SR 143 North	l	

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East 64 Collector Rd	City of Newport News (Maint: 99)	I-64 East Exit 255B to SR 143 North 0.07 16000 G Ramp from SR 143 North	0.084	16000 G
East Collector Rd	City of Newport News (Maint: 99)	·	0.075	19000 G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.36 2000 G SR 171 W, Victory Blvd	0.108	2000 G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East	0.110	4400 G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East	0.097	5900 G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.15 1900 G US 17 N, J Clyde Morris Blvd	0.111	1900 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.21 5500 G 114-7026 W, Hampton Rds Ctr Pkwy	0.107	5500 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.33 9500 G 114-7026 E, Hampton Rds Ctr Pkwy	0.119	9500 G
East 64 134 Ramp	City of Hampton (Maint: 99)	I-64 East 0.10 17000 G	0.102	17000 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East Exit 263B 0.13 8500 G US 258 W, Mercury Blvd	0.100	8500 G
East 64 134 Ramp	City of Hampton (Maint: 99)	I-64 East Exit 263A 0.32 8900 G US 258 E, Mercury Blvd	0.11	8900 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.24 6300 G 114-7035 Lasalle Ave	0.101	6300 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.11 8100 G Rip Rap Rd	0.116	8100 G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.07 6600 G US 60 Settlers Landing Rd	0.113	6600 G

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

		,									
Route	Jurisdiction	Length AADT	QA 4Tire Bi	10	Truck Axle 1Trai		QC F	K actor QK	Dir Factor	AAWDT	QW
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.13 3000 114-7057 Mallory	G				0	0.091		3000	G
East 64 Ramp	City of Hampton (Maint: 99)	I-64-E TO INSPECTION 0.04 NA						NA		NA	
East 64 Ramp	City of Hampton (Maint: 99)	0.04 NA 114-7057- A TO RT 64						NA		NA	
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO BAYVILLE : 0.03 1600 122-99001- A BAYVILLE STR	STREET 98% 1°	% 1% ()% 0%	0%	F 0	.133		1700	G
East 60 Ramp	City of Norfolk (Maint: 64)	I-64-E TO 4TH VIEW 0.17 5500 US 60 US 60- 281A FROM	W ST				(0.13		5500	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO US 460-GRANDBY 0.14 14000	ST & RT 564 N G					0.1		14000	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276B TO RT 460 GR 0.15 8300 I-564-N FROM RT 64	G				0	.109		8300	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276A TO US 460 GR 0.06 NA US 460 FROM I-64 I						NA		NA	
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. L 0.04 6300 I-64-R I-64-R000A FROM	G				0	.282		6300	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E RAMP TO RT 168 TO 0.35 8000 SR 168 FROM I-64 I	O RT 16800- T				0).117		8000	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 168 NORTH-TIDE 0.13 1800 SR 168 FROM I-64 I	EWATER DRIVE G				0	.090		1800	G
East 64 Ramp	City of Norfolk (Maint: 64)	1-64-E TO RT 194 SOUTH-CHE 0.18 2900 SR 194 FROM I-64 I	SAPEAKE BLVD G	<u></u>			0	.094		2900	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO RT 247 EAST-NOR 0.17 3500 SR 247 FROM I-64 I	VIEW AVENUE G 98% 0	% 1% ()% 1%	0%	C 0	.082		3500	G
East 64 Ramp	City of Norfolk (Maint: 64)	1-64-E TO ROBIN HOO 0.16 2800 122-8636 ALMEDA AVE FRO	D ROAD G				0).115		2800	G

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

Doute	luvia di ation	Length AADT OA 4Tire Due	TruckQC	K QK Dir	AAWDT QW
Route	Jurisdiction		2Axle 3+Axle 1Trail 2Trail	Factor Factor	AAWDI QW
East 64 Ramp	City of Norfolk (Maint: 64)	I-64 East 0.17 10000 F		0.121	10000 F
-	Тог	SR 165 Military Hwy North			
East (64) Ramp	From:	I-64-E TO RT 13 NORTH			
64 Ramp	City of Norfolk (Maint: 64)	0.19 11000 G US 13 FROM I-64 EAST	\neg	0.094	11000 G
East	From:	I-64-E TO I-264			
(64) Ramp	City of Norfolk (Maint: 64)	0.16 38000 G		0.073	38000 G
East	To: From:	I-64-E284C TO RT 264 EAST264 WESTR			
(64) Ramp	City of Norfolk (Maint: 64)	0.14 4500 G	_	0.097	4500 G
	To:	I-264-W013X FROM RT 64 EAST			
East (64) Ramp	City of Norfolk (Maint: 64)	I-64-E TO I-264 EAST44 0.17 NA		NA	NA
64) Hamp	To:	I-264-E013X FROM I-64 EAST			
East (64) Ramp	From:	I-64-E284A TO RT 264 EAST264 WEST			
Ramp	City of Norfolk (Maint: 64)	0.45 26000 G I-264-E From RT 64 East		0.08	26000 G
Fast	From:	I-64-E TO RT 407			
East (64) Ramp	City of Virginia Beach (Maint: 6-			0.109	7300 G
	To:	SR 407 FROM I-64 EAST			
East (64) Ramp	City of Virginia Beach (Maint: 64	I-64-E TO RT 407 EAST 4) 0.20 17000 G		0.106	17000 G
64) Hamp	To:	SR 407 SR 407-W004A FROM & TO I-64		0.100	17000 a
East	From:	I-64-E289X TO GREENBRIER PARKWAY			
64 Ramp	City of Chesapeake (Maint: 64) 0.26 6800 F 95% 1% 131-8665 FROM RT 64 EAST	1% 1% 2% 0% C	0.124	6800 F
East	From:	I-64-E289X TO GREENBRIER PARKWAY			
(64) Ramp	City of Chesapeake (Maint: 64) 0.25 15000 G	-	0.099	15000 G
	To:	131-8665 FROM RT 64 EAST			
East	From:	(-64-E BEG. COLL ROAD TO GREENBRIER PA) 0.14 25000 G		0.101	25000 G
64 Ramp	City of Chesapeake (Maint: 04	I-64-E289A TO GREENBRIER PARKWAY	\neg	0.101	23000 G
East	City of Changapalia (Maint: C4			0.002	10000
64 Ramp	City of Chesapeake (Maint: 64		\neg	0.092	19000 G
East		-8665-W001A FROM GREENBRIER PARKWAY W		0.000	00000
64 Ramp	City of Chesapeake (Maint: 64		—	0.082	29000 G
East	To From .	I-64-E289B TO GREENBRIER PARKWAY			:
64 Ramp	City of Chesapeake (Maint: 64) 0.13 13000 G -8665-E001A FROM GREENBRIER PARKWAY EA	\neg	0.087	13000 G
	131-	-0000-E001A FROM GREENDRIER PARKWAT EA			

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

Route	Jurisdiction	Length	AADT	QA 4	4Tire	Ruc		Tru 3+Axle			QC	K	ΩK	Dir AA	WDT	QW
East		31-8665-E001A FROM	I GREENB	RIER PAI	RKWAY I		ZAXIE	3+Axie	TITAII	ZITAII		Factor	Гс	actor		
64 Ramp	City of Chesapeake (Maint:		NA									NA			NA	
East	From	SLIP RAMP T		00 COLL I	RD											
64 Ramp	City of Chesapeake (Maint:	64) 0.40 I-64-E END COLL R	NA D FROM C	GREENBR	RIER PAR							NA			NA	
East	From:		I-64 East													
64 Ramp	City of Chesapeake (Maint:	64) 0.27	4000 SR 168	F	94%	0%	1%	2%	3%	0%	С	0.097		4	000	F
East	From:	I-64-E TO RT 168 S														
64 Ramp	City of Chesapeake (Maint:		11000 FROM I-64		98%	0%	0%	0%	1%	0%	С	0.102		1	1000	G
East	From:		I-64 East	EAST												
64 I-64 E Exit 290	City of Chesapeake (Maint:	64) 0.60	19000	F								0.099		19	9000	F
East	To: From:	I-64	E Exit 290													
64 I-64 E Exit 290	City of Chesapeake (Maint:			F								0.100		1	5000	F
East	To:	Ramp From Bus			lvd N											
64 I-64 E Exit 290	City of Chesapeake (Maint:	•		G			_					0.096		2	5000	G
East (64) I-64 E Exit 290	City of Chesapeake (Maint:		E Exit 290 14000	G G								0.097		1.	1000	G
64) 1 04 E EXIT 200	Ta	Ramp From Bus			lvd S							0.007			1000	
East (64) I-64 E Exit 290	City of Chesapeake (Maint:		NA									NA			NA	
<u> </u>	То		I-64 E													
East	City of Chesapeake (Maint:		I-64 East 11000	F								0.084		1	1000	F
64 Ramp	To:		-464 North	Г								0.004		ı	1000	Г
East	From:	I-64-E TO														
64 Ramp	City of Chesapeake (Maint:		21000 FROM I-64	G EAST								0.088		2	1000	G
East	From:		I-64 East													
64 17 Ramp	City of Chesapeake (Maint:		6200	G								0.074		6	200	G
East	Fron:	US 17 N, Ge I-64-E T	O RT 17 S		y y											
Ramp	City of Chesapeake (Maint:	64) 0.21	5000	G								0.100		5	000	G
Foot	To	US 17 US 17-N		M I-64 EA	AST											
East 64 Ramp	City of Chesapeake (Maint:		I-64 East 4600	G								0.142		4	600	G
$\overline{}$	То	US 13; 131-8	599 FROM	I-64 EAS	ST											

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

		. ,	u iiileisia					Tru	ıck			K		Dir		
Route	Jurisdiction Le	ngth	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Rev	From: Beg	in Reve	ersible Lane	At I-56	4											
Rev 64	, , ,	.99	20000	Α	100%	0%	0%	0%	0%	0%	С	0.198		0.999	24000	Α
\bigcirc	Combined Traffic Estimates for 3 Parallel Roadways on this Ro	ute:	153000	F	97%	0%	0%	0%	1%	0%	F	0.053	Α	0.551	163000	F
Rev	To: From:	Ram	np To I-64	EB												
Rev 64	City of Norfolk (Maint: 64) 2	.18	20000	F	100%	0%	0%	0%	0%	0%	F	0.115			25000	F
	Combined Traffic Estimates for 3 Parallel Roadways on this Ro	ute:	174000	G	97%	0%	0%	0%	1%	0%	F	0.077	F		192000	G
	To T	emp En	nd Reversib	le Lane												
Rev		276C I-	-64-R FRO	M 64 E	AST											
Ramp	,	.24	3300	G								0.301			3300	G
<u> </u>	To: I-64-	W FRC	OM H.O.V.	LANEP	M											
Rev 64) Ramp			TO IS 64 I									0.400			0400	_
Ramp	,	.02	2100 ROM HOV	G								0.193			2100	G
					, p.m.		_									
Rev 64) Ramp		<u>1-64-W</u> .12	7285A TO 8	k FROM G	I RT							0.259			6300	G
64) Hamp			H.O.V.LA		IAN							0.233			0000	
/est	·		irginia Stat													
64) (60)		.12	4700	G	76%	1%	1%	1%	21%	0%	F	0.081			4500	G
0,000	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		9400	G	77%	1%	1%	1%	20%	0%	F	0.079	F	0.506	8900	G
	To:		8 Jerrys Ru	ın Rd												
Vest	Alleghany County 5		4800		76%	1%	10/	10/	21%	00/	_	0.080			4500	_
64) (60)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	.06	4800 9500	G G	76% 77%	1% 1%	1% 1%	1% 1%	20%	0% 0%	F		F	0.514	4500 8900	G
	<u> </u>				11%	170	176	176	20%	0%	Г	0.079	Г	0.514	8900	G
Vest	1100.	03-661	l Ogle Cree	k Rd												
64) (60)	9 , ,	.23	4500	G	76%	1%	1%	1%	21%	0%	F	0.079			4300	G
\mathcal{I}	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		8900	G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.510	8300	G
lost	To: From: 11S		9 Midland R 159 Midla													
Vest 64)	<u> </u>	.27	6000	G	76%	1%	1%	1%	21%	0%	F	0.092			5700	G
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute:		G	77%	1%	1%	1%	20%	0%	F	0.077	F	0.516	11000	G
	То		CL Covingto	nn.												
Vest 64)	City of Continue to (Maniph CC)				760/	10/	10/	10/	010/	00/	_	0.000			E700	_
64)	, , ,	.28	6000	G	76%	1%	1%	1%	21%	0%	F	0.092	_	0.510	5700	G
-	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			G	77%	1%	1%	1%	20%	0%	F	0.077	F	0.516	11000	G
Vest	To: From:	SR 1	154 Durant	Rd		-	}									
64)	City of Covington (Maint: 03)	.08	7100	G	76%	1%	1%	1%	21%	0%	F	0.085			6800	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute:	14000	G	77%	1%	1%	1%	20%	0%	F	0.081	F	0.517	13000	G
	То:	EC	L Covingto	n												

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

				ale no				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	From:	Е	CL Covingto	on												
64	Alleghany County	0.64	7100	G	76%	1%	1%	1%	21%	0%	F	0.085			6800	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	14000	G	77%	1%	1%	1%	20%	0%	F	0.081	F	0.517	13000	G
West	T.c. From:	U	rban Bounda	ry			-									
64	Alleghany County	0.13	7100	G	76%	1%	1%	1%	21%	0%	F	0.085			6800	G
	Tot	T	IS 60, US 22	20			—									
West	Allegheny County				760/	10/	10/	10/	010/	00/	_	0.000			0100	0
64 (60) (220)	Alleghany County Combined Traffic Estimates for 2 Parallel Roadways on t	4.98	9600	G	76% 77%	1% 1%	1% 1%	1% 1%	21% 20%	0% 0%		0.083 0.079	F	0.507	9100	G G
	Combined Trainic Estimates for 2 Parallel Roadways on the	nis Route.	03-696	G	11%	170	170	170	20%	0%	Г	0.079	Г	0.527	18000	G
West	From:	03-696	Selma Low N	Moor Rd	l											
(64) (60) (220)	Alleghany County	2.34	9800	G	76%	1%	1%	1%	21%	0%	F	0.082			9300	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	19000	G	77%	1%	1%	1%	20%	0%	F	0.085	F	0.527	18000	G
West	T.c. From:	Bus U	IS 60, Bus U	S 220			\Box									
West (64) (60) (220)	Alleghany County	0.86	7300	G	76%	1%	1%	1%	21%	0%	F	0.080			6900	G
04) (00) (220)	Combined Traffic Estimates for 2 Parallel Roadways on t			G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
	та		L Clifton Fo		,•											
West	From										_					
64 60 220	Town of Clifton Forge (Maint: 03)	1.55	7300	G	76%	1%	1%	1%	21%	0%	-	0.080	_	0.505	6900	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	14000	G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
West	To: From:	EC	L Clifton Fo	rge												
64) 60) (220)	Alleghany County	1.06	7300	G	76%	1%	1%	1%	21%	0%	F	0.080			6900	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	14000	G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
NA/	To:	US	220, Bus US	60			_									
West 60	Alleghany County	2.19	5500	G	76%	1%	1%	1%	21%	0%	F	0.09			5200	G
64 (60)	Combined Traffic Estimates for 2 Parallel Roadways on t	-		G	77%	1%	1%	1%	20%	0%	F	0.086	F	0.528	10000	G
	та		R 42, SR 26		,0	. , ,		. , 0	2070	0,0	•	0.000		0.020		<u> </u>
West	From															
64 (60)	Alleghany County	6.52	4400	G	76%	1%	1%	1%	21%	0%	F -	0.097	_		4200	G
~ ~	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	8700	G	77%	1%	1%	1%	20%	0%	F	0.086	F	0.571	8200	G
West	T _{CC} From:	SR 269; 0	3-850, N Mo	ountain I	Rd											
(64) (60)	Alleghany County	4.69	4000	G	76%	1%	1%	1%	21%	0%	F	0.078			3800	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	7800	G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.503	7300	G
	To:		oridge Count	_												
West	Rockbridge County	Alleg 2.42	hany County 4000	Line G	76%	1%	1%	1%	21%	0%	F	0.078			3800	G
64 60	Combined Traffic Estimates for 2 Parallel Roadways on t			G	70 % 77%	1%	1%	1%	20%	0%	, E	0.078	F	0.503	7300	G
	Tallo Latinates for 21 arange froadways off to		-780 Scenic		11/0	1 /0	1 /0	1 /0	20 /0	U /0	'	0.00	'	0.505	, 300	u

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

-								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	81-	780 Scenic	Dr			1	017100	TTTGII	Ziiaii		1 40101		1 40101		
(64) (60)	Rockbridge County	6.94	4400	Α	76%	1%	1%	1%	21%	0%	С	0.133			4200	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	8700	Α	77%	1%	1%	1%	20%	0%	С	0.128	Α	0.595	8200	Α
	Tα		Fredericksb													
West	From:	US 60; 81-6				40/	10/	40/	040/	00/	_	0.000			4700	_
64	Rockbridge County	5.90	4900	G	76%	1%	1%	1%	21%	0%	-	0.083	_		4700	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	9100	G	77%	1%	1%	1%	20%	0%	F	0.081	F	0.571	8500	G
West	To: From:	US	S 11 Lee Hy	vy												
64)	Rockbridge County	0.61	6300	G	76%	1%	1%	1%	21%	0%	F	0.083			6000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	13000	G	77%	1%	1%	1%	20%	0%	F	0.082	F	0.532	12000	G
	To:	I-81 S	outh Intercl	hange												
West	From:		I-64 West		===:						_					
(64) Ramp from I-81 S	Exit 191 to I-64 W at Exit 56 Rockbridge County	0.23	3900	Α	76%	1%	1%	1%	21%	0%	F	0.134	_		3600	Α
~	Combined Traffic Estimates for 2 Parallel Roadways on		7700	G	77%	1%	1%	1%	20%	0%	F	0.082	F	0.532	7200	G
West South	10: From:		I-81 South West Interch	nange												
64 (81)	Rockbridge County	3.66	23000	A	71%	1%	1%	1%	24%	2%	F	0.117			21000	Α
04) (61)	Combined Traffic Estimates for 2 Parallel Roadways on			A	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.532	42000	Α
	- Turno Estimates for 2 Turnor Hodeways on	tino riodio.			7 1 70	1 /0	- 70	1 70	2070	270	•	0.112	,,	0.002	42000	^
West South	From:		US 11													
(64) (81)	Rockbridge County	5.59	23000	Α	71%	1%	1%	1%	24%	2%	F	0.119			21000	Α
\circ	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	45000	Α	71%	1%	1%	1%	25%	2%	F	0.113	Α	0.54	42000	Α
W O . II	To: From:		81-710				\neg \vdash									
West South	Rockbridge County	4.41	22000	Α	71%	1%	1%	1%	24%	2%	F	0.119			21000	Α
64 81	Combined Traffic Estimates for 2 Parallel Roadways on			A	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.559	42000	A
	Combined Traine Estimates for 21 aranel Hoadways of	illis Houle.			7 1 70	1 /0	1 /0	1 /0	25/6	2 /0	'	0.112	^	0.555	42000	
West South	From:		81-606													
(64) (81)	Rockbridge County	0.33	23000	Α	71%	1%	1%	1%	24%	2%	С	0.119			21000	Α
\circ	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	45000	Α	71%	1%	1%	1%	25%	2%	С	0.114	Α	0.524	42000	Α
	To:		ısta County													
West South	Augusta County	7.96	ridge Count	-	71%	1%	1%	1%	0.40/	2%	С	0.110			21000	۸
64 81			23000	A					24%		_	0.119	^	0.504		A
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	45000	Α	71%	1%	1%	1%	25%	2%	С	0.114	Α	0.524	42000	Α
West South	To: From		US 11													
64 (81)	Augusta County	4.64	23000	Α	71%	1%	1%	1%	24%	2%	F	0.119			21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	46000	Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.546	43000	Α
	То		07-654													
West South	From					461										
(64) (81)	Augusta County	2.56	25000	Α	71%	1%	1%	1%	24%	2%	F	0.112			23000	Α
\sim	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:		G	71%	1%	1%	1%	25%	2%	F	0.107	Α	0.55	48000	G
	Tα:		SR 262													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
Vest South	From:		SR 262													
64) (81)	Augusta Count	•	31000	G	71%	1%	1%	1%	24%	2%	F	0.106			28000	(
	Combined Traffic Estimates for 2 Parallel Ro	· · · · · · · · · · · · · · · · · · ·	64000	G	70%	1%	1%	1%	25%	2%	F	0.084	F	0.588	59000	(
ant	To: From:	I-81	East Interch I-81 South													
$\frac{1}{64}$ Ramp from I-64 W E	—∟ Exit 87 to I-81 S at Exit 221	tv 0.68	11000	Α	89%	1%	1%	1%	9%	0%	F	0.119			11000	
04) Hamp Hom For W 2	Combined Traffic Estimates for 2 Parallel Ro	•		A	89%	1%	1%	1%	9%	0%	F	0.114	Α	0.701	18000	
	Tax	daways on this riodic.	I-64 West		00 70	1 /0		1 /0	0 /0	0 70	•	0.114	, ·	0.701	10000	
est	From:	I-81 N	North Interc	hange												
64)	Augusta Count	ty 3.72	21000	В	89%	1%	1%	1%	9%	0%	F	0.11		0.551	21000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	36000	В	89%	1%	1%	1%	9%	0%	F	0.114	Α	0.701	36000	
	To: From:	SR 285	Tinkling Sp	oring Rd												
est 4	Augusta Count	ty 3.08	20000	G	89%	1%	1%	1%	9%	0%	F	0.09			19000	
54)	Combined Traffic Estimates for 2 Parallel Ro	•		G	89%	1%	1%	1%	9%	0%	F	0.087	F	0.523	38000	
	To				00,0	. , 0		. , ,	0 / 0	0,0	•	0.007	•	0.020	00000	
est	From:		L Waynest													
54	City of Waynesboro (M	Maint: 07) 0.43	20000	G	89%	1%	1%	1%	9%	0%	F	0.09			19000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	39000	G	89%	1%	1%	1%	9%	0%	F	0.087	F	0.523	38000	
oct	To: From:	US 340	Stuarts Dra	aft Hwy												
est 34)	City of Waynesboro (M	Maint: 07) 2.15	20000	Α	89%	1%	1%	1%	9%	0%	С	0.117			20000	
, , , , , , , , , , , , , , , , , , ,	Combined Traffic Estimates for 2 Parallel Ro	,		A	89%	1%	1%	1%	9%	0%	C	0.108	Α	0.592	39000	
	To				00,0	. , 0		. , ,	0 / 0	0,0	Ū	000		0.002	00000	
est	From:	•	ne Ave, To													
54)	City of Waynesboro (M	•	18000	Α	89%	1%	1%	1%	9%	0%	F	0.119			18000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	36000	Α	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.557	35000	
oct	To: From:	EC	L Waynesb	oro												_
dest 64	Augusta Count	ty 2.47	18000	Α	89%	1%	1%	1%	9%	0%	F	0.119			18000	
4)	Combined Traffic Estimates for 2 Parallel Ro	•		A	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.557	35000	
	To	-						.,.			-					
est	From:		Rockfish G	•												
64)	Augusta Count	ty 0.18	17000	Α	89%	1%	1%	1%	9%	0%	F	0.124			17000	
	Combined Traffic Estimates for 2 Parallel Ro	,		Α	89%	1%	1%	1%	9%	0%	F	0.108	Α	0.573	34000	
not.	To: From:		on County													
est	Nelson County (Mai		sta County 17000	Line A	89%	1%	1%	1%	9%	0%	F	0.124			17000	
54	Combined Traffic Estimates for 2 Parallel Ro	•		A	89%	1%	1%	1%	9%	0%	F	0.124	Α	0.573	34000	
	Tax		narle Count		09/6	1 /0	1 /0	1 /0	3 /0	0 /6	'	0.100	^	0.573	34000	
est	From:		on County													_
64)	Albemarle Coun	nty 6.27	17000	Α	89%	1%	1%	1%	9%	0%	F	0.124			17000	
\smile	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	34000	Α	89%	1%	1%	1%	9%	0%	F	0.108	Α	0.573	34000	
	To:	US 250	Rockfish G	ap Tpke												

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	G
est	From:	US 250 Roc!	ckfish Gap Tpke			2,000	017000	TTTGII	Liian		1 40101		1 40101		
(1 4)	Albemarle County		0000 F	89%	1%	1%	1%	9%	0%	F	0.128			20000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 40	0000 F	89%	1%	1%	1%	9%	0%	F	0.095	F	0.639	39000	
	To	02-637 Dic	ick Woods Rd												
est	Albemarle County		0000 A	89%	1%	1%	1%	9%	0%	E	0.129			21000	
54	Combined Traffic Estimates for 2 Parallel Roadways o			89%	1%	1%	1%	9% 9%	0%		0.129	Α	0.596	41000	
	Combined Trainic Estimates for 2 Parallel Roadways of			09%	1 70	1 70	1 70	970	0%	Г	0.107	A	0.596	41000	
est	To: From:	US 29 Mon	onacan Trail Rd												
64)	Albemarle County	_	5000 A	89%	1%	1%	1%	9%	0%	F	0.109			26000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 49	9000 A	89%	1%	1%	1%	9%	0%	F	0.108	Α	0.505	51000	
oot	To: From:	02-63	31 5th St												
est 64	Albemarle County	1.52 24	4000 A	89%	1%	1%	1%	9%	0%	F	0.113			25000	
<i>y</i> -1	Combined Traffic Estimates for 2 Parallel Roadways o			89%	1%	1%	1%	9%	0%	F	0.11	Α	0.553	49000	
	To		Scottsville Rd								_				
est	From:									_					
54)	Albemarle County		1000 A	89%	1%	1%	1%	9%	0%	F _	0.115			22000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 37	7000 G	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.567	38000	
est	T _C . From:	WCL Ch	harlottesville												
54)	City of Charlottesville (Maint: 02)	0.20 21	1000 A	89%	1%	1%	1%	9%	0%	F	0.115			22000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 37	7000 G	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.567	38000	
	To	ECL Ch	harlottesville			— —									
est 64	Albemarle County	2.39 21	1000 A	89%	1%	1%	1%	9%	0%	E	0.115			22000	
54)	Combined Traffic Estimates for 2 Parallel Roadways o			89%	1%	1%	1%	9%	0%	F	0.113	Α	0.567	38000	
	Talle Estillates for 21 araner roadways o			00 /0	1 /0	1 /0	1 /0	3 70	0 70	'	0.110	^	0.507	30000	
est	From:		Richmond Rd												
64)	Albemarle County		1000 A	89%	1%	1%	1%	9%	0%	F	0.133			21000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 40	0000 A	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.521	40000	
est	To: From:	02-616 B	Black Cat Rd												
54)	Albemarle County	1.08 18	8000 F	89%	1%	1%	1%	9%	0%	F	0.111			17000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 36	6000 F	89%	1%	1%	1%	9%	0%	F	0.085	F	0.623	33000	
	To:		a County Line												
est	Fluvanna County (Maint: 54)		e County Line	000/	10/	10/	10/	00/	00/	_	0.111			17000	
54	,	_	8000 F	89%	1%	1%	1%	9%	0%	-	0.111	_	0.000	17000	
	Combined Traffic Estimates for 2 Parallel Roadways o		6000 F County Line	89%	1%	1%	1%	9%	0%	F	0.085	F	0.623	33000	
est	From:		County Line County Line												
	Lavias Cavatu	4.04 46	0000 F	000/	40/	40/	10/	00/	00/	_	0 111			17000	
54)	Louisa County	4.64 18	8000 F	89%	1%	1%	1%	9%	0%	г	0.111			17000	

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

							Tru	ıck			K		Dir		_
Route	Jurisdiction Len	gth AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
est		15 James Mad													
4	Louisa County 6.3		Α	89%	1%	1%	1%	9%	0%	С	0.123			16000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	ite: 34000	Α	89%	1%	1%	1%	9%	0%	С	0.117	Α	0.585	32000	
est	To: From:	R 208 Courtho	use Rd												_
64)	Louisa County 4.3	6 15000	Α	89%	1%	1%	1%	9%	0%	F	0.128			14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	ite: 30000	Α	89%	1%	1%	1%	9%	0%	F	0.12	Α	0.618	28000	
	_To	Iaintenance Bo	oundary			<u> </u>									
est	Goochland County 1.5		A	89%	1%	1%	1%	9%	0%	F	0.128			14000	
54	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		Ā	89%	1%	1%	1%	9%	0%	F	0.120	Α	0.618	28000	
				00 /0	1 /0		1 /0	0 70	070	•	0.12	,,	0.010	20000	
est	Fidi:	7-605 Shannon													
64)	Goochland County 3.9		A	89%	1%	1%	1%	9%	0%	F -	0.128			14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	ite: 30000	G	89%	1%	1%	1%	9%	0%	F	0.116	Α	0.569	27000	
est	Tron: 37-6	29 Old Frederic	eksburg R	d											
64)	Goochland County 4.7	'5 16000	Α	89%	1%	1%	1%	9%	0%	F	0.126			15000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	ite: 32000	Α	89%	1%	1%	1%	9%	0%	F	0.117	Α	0.606	29000	
		Louisa County													
/est	Louisa County (Maint: 37) 2.0	oochland Cour 3 16000	nty Line A	89%	1%	1%	1%	9%	0%	F	0.126			15000	
64	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		Ā	89%	1%	1%	1%	9%	0%	F	0.117	Α	0.606	29000	
				00 70	. 70		1 70	0 70	070	•	0.117	, ,	0.000	20000	
est	Ton.	S 522 Cross Co													
64)	Louisa County (Maint: 37) 2.6		Α	89%	1%	1%	1%	9%	0%	F -	0.125			16000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oochland Cour		89%	1%	1%	1%	9%	0%	F	0.113	Α	0.533	33000	
est	From:	Louisa County	_			-									
64)	Goochland County 5.0	2 17000	Α	89%	1%	1%	1%	9%	0%	F	0.125			16000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	ite: 35000	Α	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.533	33000	
	To From	37-617 Oilvil	e Rd												
/est 64)	Goochland County 6.5		Α	89%	1%	1%	1%	9%	0%	F	0.122			21000	
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		Ā	89%	1%	1%	1%	9%	0%	F	0.122	Α	0.557	43000	
	Tol.			0070	. , 0		. , ,	0,0	0,0	•	0		0.007	.0000	
est	From:	37-623 Ashlar													
54)	Goochland County 0.7		Α	89%	1%	1%	1%	9%	0%	F	0.122	_		26000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	ite: 47000	Α	89%	1%	1%	1%	9%	0%	F	0.110	Α	0.579	49000	
/est	To: From:	SR 288													
64)	Goochland County 0.7	4 33000	Α	89%	1%	1%	1%	9%	0%	F	0.137			37000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	ite: 65000	Α	89%	1%	1%	1%	9%	0%	F	0.125	Α	0.536	73000	
		Henrico Count	y Line												

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

		Primary an						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
est	From:	Gooch	land County	Line				017.04.0				· uoto:		- 40101		
54)	Henrico County	2.57	33000	Α	89%	1%	1%	1%	9%	0%	F	0.137			37000	A
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	65000	Α	89%	1%	1%	1%	9%	0%	F	0.125	Α	0.536	73000	1
	To		I-295				_									
est 64	Henrico County	0.79	33000	Α	97%	0%	0%	1%	1%	0%	F	0.143			38000	
04)	Combined Traffic Estimates for 2 Parallel Road			A	97%	0%	0%	1%	1%	0%	F.	0.129	Α	0.554	74000	
	To) Near Short		0.70	0,0		. , 0	. , 0	0,70	•	00				
est	From:				070/	00/		401	40/	00/	_	0.400			4.4000	
1 4	Henrico County	1.67	40000	A	97%	0%	0%	1%	1%	0%	F	0.126		0.544	44000	
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	78000	G	97%	0%	0%	1%	1%	0%	F	0.117	Α	0.544	87000	
est	To From:		Gaskins Rd													
34)	Henrico County	1.33	49000	Α	97%	0%	0%	1%	1%	0%	С	0.122			55000	
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	99000	Α	97%	0%	0%	1%	1%	0%	С	0.112	Α	0.545	110000	
	To: From		Parham Rd													
est 64	Henrico County	2.35	52000	Α	97%	0%	0%	1%	1%	0%	F	0.123			59000	
')	Combined Traffic Estimates for 2 Parallel Road			Α	97%	0%	0%	1%	1%	0%	F	0.11	Α	0.564	117000	
	To		50; Glenside	De												
est	From:				070/	00/	00/	40/	40/	00/	_	0.440			05000	
34	Henrico County Combined Traffic Estimates for 2 Parallel Road	1.53	58000	A	97%	0% 0%	0% 0%	1%	1%	0% 0%	F	0.116	Α	0.550	65000	
	Combined Trainic Estimates for 2 Parallel Road			Α	97%	0%	0%	1%	1%	0%	Г	0.107	А	0.553	127000	
est	To: From:	US 33	3 Staples Mil	l Rd												
4	Henrico County	0.71	74000	Α	97%	0%	0%	1%	1%	0%	F	0.115			83000	
	Combined Traffic Estimates for 2 Parallel Road	•		Α	97%	0%	0%	1%	1%	0%	F	0.104	Α	0.569	161000	
est	To: From:		CL Richmon													
64	City of Richmond (Maint		74000	A	97%	0%	0%	1%	1%	0%	F	0.115			83000	
	Combined Traffic Estimates for 2 Parallel Road		143000	Α	97%	0%	0%	1%	1%	0%	F	0.104	Α	0.569	161000	
	To:		I-95; I-195													
est (34) I-64 W Ramp	City of Richmond (Maint		From I-195 N 53000	North G	97%	0%	0%	10/	1%	0%	_	0.101			59000	
1-64 W Ramp	Combined Traffic Estimates for 2 Parallel Road	,		G	97%	0%	0%	1% 1%	1%	0%		0.101	F	0.591	112000	
	Combined Trainic Estimates for 2 Parallel Hoad				9170	076	0%	1 70	1 70	0%	Г	0.091	Г	0.591	112000	
est	From:	Ramp	From I-195 S	South												
4) I-64 W Ramp	City of Richmond (Maint	,	42000	G	97%	0%	0%	1%	1%	0%	F	0.099			47000	
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	77000	G	97%	0%	0%	1%	1%	0%	F	NA			86000	
est	To: From	Ramp From	SR 197 Labi	urnum 2	Ave											
1-64 W Ramp	City of Richmond (Maint	1: 43) 0.04	37000	G	97%	0%	0%	1%	1%	0%	F	0.096			41000	
	Combined Traffic Estimates for 2 Parallel Road	•	72000	G	97%	0%	0%	1%	1%	0%	F	NA			81000	
	To:	,	To I-195 So	outh												

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

		Primary ar	nd Interstat	te Ro	utes											
Route	Jurisdictio	n Lenath	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
rioute	Garisaletto	di Longin	ועאא	Q,A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
West	From:		p To I-195 So								_				.=	_
64 I-64 W Ramp	City of Richmond (•	40000	G	97%	0%	0%	1%	1%	0%	F	0.097	_		45000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	97%	0%	0%	1%	1%	0%	F	0.088	F	0.524	88000	G
West North	From:		I-95 North I-95: I-195													
64 95	City of Richmond (Maint: 43) 0.78	76000	Α	93%	1%	1%	1%	5%	0%	F	0.089			79000	Α
04) (93)	Combined Traffic Estimates for 2 Parallel	,		Α	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.52	162000	Α
	To		161 Bouleva													
West North	From:															
(64) (95)	City of Richmond ('	71000	Α	93%	1%	1%	1%	5%	0%	С	0.084			74000	Α
\smile	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
West North	To: From:	US 1, U	JS 301 Belvio	dere St												
64 95	City of Richmond (Maint: 43) 0.24	62000	Α	93%	1%	1%	1%	5%	0%	F	0.087			64000	Α
04) (33)	Combined Traffic Estimates for 2 Parallel	'		Α	93%	1%	1%	1%	5%	0%	F	0.085	Α	0.510	132000	Α
	Technology in a control of the contr					. , ,		. , 0	0 / 0	0,0	•	0.000		0.0.0	.02000	
West North	From:		amberlayne A													
64) (95)	City of Richmond ('	71000	F	93%	1%	1%	1%	5%	0%	F	0.084			74000	F
\circ	Combined Traffic Estimates for 2 Parallel			F	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.519	155000	F
Most	To: From:	I-95	East Intercha I-95 N	inge												
West 64 I-64 W Ramp	City of Richmond (Maint: 43) 0.23	NA									NA			NA	
(04)	Combined Traffic Estimates for Parallel	,	NA									NA			NA	
	Tec	-		a.												
West	From:		mp From 4th	St												
64 I-64 W Ramp	City of Richmond (· · · · · · · · · · · · · · · · · · ·	NA									NA			NA	
\smile	Combined Traffic Estimates for Parallel		NA									NA			NA	
Most	To:		to I-95 S; 5t East Intercha													
West 64	City of Richmond (47000	A	96%	1%	1%	1%	2%	0%	F	0.102			50000	Α
04)	Combined Traffic Estimates for 2 Parallel			Α	96%	1%	1%	1%	2%	0%	F	0.088	Α	0.604	101000	Α
	Tor															
West	From:		ECL Richmor	na												
64)	Henrico Cou	,	47000	Α	96%	1%	1%	1%	2%	0%	F	0.102			50000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	Α	96%	1%	1%	1%	2%	0%	F	NA			101000	Α
Moot	To: From:	US 360 l	Mechanicsvil	le Tpk	e											
West 64	Henrico Cou	untv 0.71	39000	Α	96%	1%	1%	1%	2%	0%	F	0.107			41000	Α
04)	Combined Traffic Estimates for 2 Parallel	,		G	96%	1%	1%	1%	2%	0%	F	0.091	Α	0.566	80000	G
	Tollies Trains Lourington for ET didnor				0070	. /0	- , , ,	. /0	_ / 0	0 /0	•	0.001		0.000	2000	<u>~</u>
West	From:		VCL Richmon	nd												
64	City of Richmond (,	39000	Α	96%	1%	1%	1%	2%	0%	F	0.107			41000	Α
\smile	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	1%	2%	0%	F	0.091	Α	0.566	80000	G
	To:	Е	CL Richmond	d												

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

		Primary an						Trι	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	EC	CL Richmond	1			1	017100	TTTGII	Ziiaii		1 40101		1 40101		
(64)	Henrico County	0.43	39000	Α	96%	1%	1%	1%	2%	0%	F	0.107			41000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	75000	G	96%	1%	1%	1%	2%	0%	F	0.091	Α	0.566	80000	G
West	.To: From:	SR 33	Nine Mile F	Road												
64)	Henrico County	2.18	31000	Α	96%	1%	1%	1%	2%	0%	F	0.109			33000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	61000	Α	96%	1%	1%	1%	2%	0%	F	0.091	Α	0.599	65000	Α
Vest	To From	La	aburnum Ave	;												
64)	Henrico County	1.99	24000	В	96%	1%	1%	1%	2%	0%	С	0.120			25000	В
04)	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	47000	В	96%	1%	1%	1%	2%	0%	С	0.093	Α	0.62	50000	В
Vaat	To From:	SR	156 Airport	Dr			_									
Vest 64)	Henrico County	3.62	17000	Α	96%	1%	1%	1%	2%	0%	F	0.121			18000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on the			Α	96%	1%	1%	1%	2%	0%	F	0.095	Α	0.623	35000	Α
	To From		I-295				_									
Vest 64	Henrico County	1.06	36000	Α	91%	1%	1%	1%	7%	0%	F	0.094			33000	Α
64)	Combined Traffic Estimates for 2 Parallel Roadways on the			G	0170	1 70	1 70	1 70	7 70	070	•	0.098	Α	0.506	65000	G
	To:		ban Boundar													
Vest	From:	Henr 1.36	ico County L		91%	1%	10/	10/	70/	00/	_	0.004			00000	
64	New Kent County Combined Traffic Estimates for 2 Parallel Roadways on the		36000	A G	91%	1%	1%	1%	7%	0%	г	0.094 0.098	Α	0.506	33000 65000	A G
	Combined Tranic Estimates for 2 Farallel Roadways off to											0.096	А	0.506	63000	G
Vest	From		R 33, SR 249													
64 (33)	New Kent County	5.79	32000	Α _	91%	1%	1%	1%	7%	0%	С	0.101			29000	A
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:		В	91%	1%	1%	1%	7%	0%	С	0.098	Α	0.503	57000	В
Vest	Tee From:		SR 106													
64) (33)	New Kent County	3.44	33000	Α	91%	1%	1%	1%	7%	0%	F	0.103			29000	Α
\circ	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	66000	В	91%	1%	1%	1%	7%	0%	F	0.098	Α	0.516	59000	В
Vest	Toe From:		SR 155													
64) (33)	New Kent County	5.52	32000	Α	91%	1%	1%	1%	7%	0%	F	0.105			28000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	64000	Α	91%	1%	1%	1%	7%	0%	F	0.101	Α	0.514	57000	Α
/est	.To: From:	SR	33 Eltham R	2d												
Vest 64)	New Kent County	4.06	28000	Α	92%	1%	1%	1%	6%	0%	F	0.111			24000	Α
9.9	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	57000	Α	92%	1%	1%	1%	6%	0%	F	0.105	Α	0.520	49000	Α
	Tα		City County													
Nest 64	James City County	New I 2.89	Kent County 28000	Line A	92%	1%	1%	1%	6%	0%	F	0.111			24000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on the		57000	A	92%	1%	1%	1%	6%	0%	, F	0.111	Α	0.520	49000	A
	To Tar		0 Old Stage		JL /0	1 /0	1 /0	1 /0	0 /0	0 /0	•	0.100	\sim	0.020	75000	^

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

		T Tilliary ai	d Intersta	ile no	uies				_							
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	Q١
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
West	From:		Old Stage		000/	10/	10/	10/	C 0/	00/	_	0.405			07000	
64	James City County		31000	A	92%	1%	1%	1%	6%	0%		0.105		0.550	27000	A
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	62000	Α	92%	1%	1%	1%	6%	0%	F	0.101	Α	0.552	55000	P
West	To- From:	47-0	607 Croaker	Rd												
64)	James City County	1.44	34000	Α	92%	1%	1%	1%	6%	0%	F	0.101			31000	A
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	69000	Α	92%	1%	1%	1%	6%	0%	F	0.096	Α	0.512	63000	1
	Tα		rk County Li													
Vest	From:		City County		000/	10/	10/	10/	C 0/	00/	_	0.101			01000	
64	York County	1.43	34000	A	92%	1%	1%	1%	6%	0%		0.101		0.540	31000	1
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	69000	Α	92%	1%	1%	1%	6%	0%	F	0.096	Α	0.512	63000	,
Vest	To: From:	SR 199 W, Humels	ine Pkwy; 99	9-646 N	Vewman R	d										
64)	York County	4.97	32000	Α	92%	1%	1%	1%	6%	0%	С	0.1			29000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	64000	Α	92%	1%	1%	1%	6%	0%	С	0.095	Α	0.519	59000	
	To	CD 14	3 Camp Pear	ev Dd												
Vest	From:		•	_	2221						_					
64)	York County	3.14	29000	G	92%	1%	1%	1%	6%	0%	F _	0.093	_		30000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	62000	G	92%	1%	1%	1%	6%	0%	F	0.077	F	0.53	60000	
/est	To: From:	SR 199	E, Humelsin	e Pkwy	,											
64)	York County	1.41	38000	G	96%	1%	1%	1%	3%	0%	F	0.083			39000	
04)	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	81000	G	93%	1%	1%	1%	5%	0%	F	0.076	F	0.543	78000	
	To	US 60 Pocahontas			imaa Trail											
Vest	From:										_					
64)	York County	0.34	41000	G	96%	1%	1%	1%	3%	0%	F	0.082	_		42000	(
~	Combined Traffic Estimates for 2 Parallel Road			G	96%	0%	1%	1%	3%	0%	F	0.074	F	0.56	83000	(
Vest	From:		City County													
64)	James City County (Main		41000	G	96%	1%	1%	1%	3%	0%	F	0.082			42000	(
04)	Combined Traffic Estimates for 2 Parallel Road		82000	G	96%	0%	1%	1%	3%	0%	F	0.074	F	0.56	83000	(
	To	WCI	Newport N													
Vest	From:															
64)	City of Newport News (Ma	'	41000	G	96%	1%	1%	1%	3%	0%	F	0.082			42000	(
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	82000	G	96%	0%	1%	1%	3%	0%	F	NA			83000	
Voct	To- From:	SR 1	43 Jefferson	Ave												
Vest	City of Newport News (Ma	int: 99) 1.28	42000	G	96%	1%	1%	1%	3%	0%	F	0.074			42000	
04)	Combined Traffic Estimates for 2 Parallel Road	•		G	96%	0%	1%	1%	3%	0%	F	0.070	F	0.516	84000	
	7-1					0,0		. , ,	0,0	0,0	•	5.0.0	•	5.5.5	0.000	
Vest	From:		38 Yorktowi	n Kd												
64)	City of Newport News (Ma		45000	G	96%	1%	1%	1%	3%	0%	F	0.077			46000	(
\smile	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	88000	G	96%	0%	1%	1%	3%	0%	F	0.070	F	0.507	90000	(
	To:	SR 10	5 Fort Eustis	Blvd												

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	Fron	1:	SR 10	5 Fort Eusti	is Blvd												
64)	City of Newport New	,	5.22	48000	G	96%	1%	1%	1%	3%	0%	F	0.077			49000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	101000	G	96%	0%	1%	1%	3%	0%	F	0.073	F	0.513	102000	G
West	T. From	y E	SR 1	43 Jeffersor	ı Ave												
64)	City of Newport New	s (Maint: 99)	1.55	44000	G	96%	1%	1%	1%	3%	0%	F	0.075			44000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	103000	G	96%	0%	1%	1%	3%	0%	F	0.073	F	0.581	105000	G
\A/	T/ From	x	SR 17	1 Oyster Po	int Rd												
West 64	City of Newport New	vs (Maint: 99)	1.50	66000	Α	96%	1%	1%	1%	3%	0%	С	0.095			67000	Α
04)	Combined Traffic Estimates for 2 Parallel	,			Α	96%	0%	1%	1%	3%	0%	С	0.085	Α	0.548	136000	Α
	To		US 17 I	Clyde Mor	ris Blvd												
West 64	City of Newport New	ve (Maint: 99)	0.78	79000	G	96%	1%	1%	1%	3%	0%	F	0.083			80000	G
64)	Combined Traffic Estimates for 2 Parallel	,			G	96%	0%	1%	1%	3%	0%	F	0.076	F	0.528	161000	G
	To To Tallio Estimates for 2 1 drainer	x		/CL Hampto	-	0070	0 70	170	1 /0	070	0 70	•	0.070	•	0.020	101000	ŭ
West	Fron	11		Newport N													
64	City of Hampton (,	2.41	79000	G	96%	1%	1%	1%	3%	0%	F	0.083	_		80000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	158000	G	96%	0%	1%	1%	3%	0%	F	0.076	F	0.528	161000	G
West	To From	1:	Hampton I	Roads Cente	er Parkw	ay ay											
64)	City of Hampton (,	0.78	69000	G	96%	1%	1%	1%	3%	0%	F	0.084			70000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	138000	G	96%	0%	1%	1%	3%	0%	F	0.077	F	0.545	140000	G
West	Tr. Fron	2	SR 13	34 Magrude	r Blvd												
64 (134)	City of Hampton ((Maint: 99)	0.79	84000	G	96%	1%	1%	1%	3%	0%	F	0.082			85000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	167000	G	96%	0%	1%	1%	3%	0%	F	0.078	F	0.537	170000	G
1W4	T. From	×	US 258, S	SR 134 Mer	cury Blv	/d											
West 64	City of Hampton (Maint: 99)	0.92	75000	G	96%	1%	1%	1%	3%	0%	F	0.092			76000	G
04)	Combined Traffic Estimates for 2 Parallel	,			G	96%	0%	1%	1%	3%	0%	F	0.079	F	0.578	153000	G
	To	D:		npton Road	s Beltwa	ay											
West	City of Homoton	(Maintroo)	1.05	I-664		069/	10/	10/	10/	20/	00/	_	0.074			60000	_
64 Hampton Roads Beltway	,	,	1.05	59000	G	96%	1% 1%	1% 1%	1% 0%	3% 2%	0% 0%	F	0.074	F	0.524	60000	G G
	Combined Traffic Estimates for 2 Parallel	noadways on this			G	96%	170	1 70	U 70	270	0%	Г	0.070	Г	0.524	118000	G
West	Tr. Fron	1	SR 1	167 LaSalle													
64 Hampton Roads Beltwa	,	,	2.36	51000	F	96%	1%	1%	1%	3%	0%	F	0.087			51000	F
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	98000	F	96%	1%	1%	0%	2%	0%	F	0.079	F	0.501	98000	F
West	Tr. Fron	Ţ	US 60, SR	143 Settlers	Landing	g Rd											
64 60 Hampton Roads E	Beltway City of Hampton ((Maint: 99)	0.38	46000	G	96%	1%	1%	1%	3%	0%	F	0.075			47000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	88000	G
	To	0:	SR	169 Mallor	y St												

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

		Fillialy at		ile no				Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	Fron	SR.	169 Mallory	St			27 000	OTTAIC	TTTUI	ZIIIdii		1 40101		1 40101		
(64) (60) Hampton Roads B	Bridge Tunnel City of Hampton (43000	Α	97%	0%	1%	0%	2%	0%	С	0.077			44000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	Α	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.531	90000	Α
	To	v. V	VCL Norfoll													
West	Fron		CL Hampton		070/	00/	10/	00/	00/	00/	_				4.4000	
64 (60) Hampton Roads I	, ,	•	43000	Α	97%	0%	1%	0%	2%	0%	С	0.077			44000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	Α	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.531	90000	Α
West	T. Fron	US 60	Ocean Viev	v Ave												
64 60 Hampton Roads I	Beltway City of Norfolk (M	Maint: 64) 2.00	44000	F	96%	1%	1%	1%	3%	0%	F	0.081			44000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	88000	F	96%	1%	1%	0%	2%	0%	F	0.076	F	0.544	89000	F
	T		4th View St													
West	City of Norfolk (N			_	000/	10/	10/	10/	00/	00/	_	0.070			44000	_
64	· · ·	,	42000	F	96%	1%	1%	1%	3%	0%	F	0.072	_	0.550	41000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Houte:	84000	F	96%	1%	1%	0%	2%	0%	г	0.076	F	0.556	84000	Г
West	Te From	r.	Bay Ave													
64)	City of Norfolk (M	Maint: 64) 0.90	45000	F	96%	1%	1%	1%	3%	0%	F	0.076			45000	F
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	93000	F	96%	1%	1%	0%	2%	0%	F	0.080	F	0.567	94000	F
	Te	· N	New Gate Ro	ı												
West	City of Norfolk (N		37000	F	96%	1%	1%	1%	3%	0%	_	0.077			37000	_
64	Combined Traffic Estimates for 2 Parallel	,		F	96%	1%	1%	0%	2%	0%	· -	0.077	_	0.538	91000	'
	Combined Trainic Estimates for 2 Faraner				90 /6	1 /0	1 /0	0 /6	Z /0	0 /6	•	0.072	'	0.556	91000	'
West	Tr. Fron	I-564,	US 460 Gra	nby St												
64)	City of Norfolk (N	Maint: 64) 0.92	58000	F	99%	0%	0%	0%	0%	0%	F	0.103			62000	F
\smile	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	134000	F	98%	0%	0%	0%	1%	0%	F	0.080	F	0.633	146000	F
NA/+	T. From	SR 1	68 Tidewate	r Dr												
West 64	City of Norfolk (N	Maint: 64) 0.98	56000	Α	99%	0%	0%	0%	0%	0%	С	0.111			60000	Α
64)	Combined Traffic Estimates for 3 Parallel			F	98%	0%	0%	0%	1%	0%	F	0.073	Α	0.676	138000	F
	Tanana Trama Estimates for a rarans	-				0 70		070	1 /0	0,0	•	0.070		0.070	100000	•
West	Fron		4 Chesapeak													
64)	City of Norfolk (M	,	63000	F	97%	0%	0%	0%	1%	0%	С	0.1			67000	F
\smile	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	144000	F	97%	0%	1%	0%	1%	0%	С	NA			155000	F
West	Te Fron	SR 2	47 Norview	Ave												
West (64)	City of Norfolk (N	Maint: 64) 1.24	67000	F	97%	0%	1%	0%	1%	0%	F	0.09			69000	F
04	Combined Traffic Estimates for 3 Parallel	•		F	97%	0%	0%	0%	1%	0%	F	0.053	Α	0.551	163000	F
		-			0.70											
West	Fron		65 Military													
64)	City of Norfolk (N	•	67000	F	97%	0%	1%	0%	1%	0%	F	0.091			71000	F
\smile	Combined Traffic Estimates for 3 Parallel			F	97%	0%	0%	0%	1%	0%	F	0.059	Α	0.541	154000	F
	To	US 13, SR	166 Northan	npton B	lvd											

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

			na intersta	210 110	-			Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
/est	From:	US 13 SR	166 Northar	nnton B	lvd		ZANIC	OTAXIC	TTTAII	ZITAII		1 actor		1 actor		
54)	City of Norfolk (M		82000	F	97%	0%	1%	0%	1%	0%	F	0.079			90000	ı
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	174000	G	97%	0%	0%	0%	1%	0%	F	0.077	F		192000	(
	Tex		I-264													
est	City of Norfolk (M	Maint: 64) 0.83	71000	В	97%	0%	1%	0%	1%	0%	С	0.093			75000	
54	Combined Traffic Estimates for 2 Parallel	,		В	97%	0%	1%	0%	2%	0%	С	0.093	Α	0.618	152000	
	Combined Trainic Estimates for 2 Paraller		L Virginia B		9770	076	176	076	270	0%	C	0.065	A	0.010	132000	
est	From:		ECL Norfolk													
4	City of Virginia Beach	h (Maint: 64) 1.75	71000	В	97%	0%	1%	0%	1%	0%	С	0.093			75000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	142000	В	97%	0%	1%	0%	2%	0%	С	0.085	Α	0.618	152000	
		It	ndian River R	Rd												
est 4	City of Virginia Beach	h (Maint: 64) 1.17	64000	В	100%	0%	0%	0%	0%	0%	С	0.092			68000	
4)	Combined Traffic Estimates for 2 Parallel	'		F	98%	0%	0%	0%	1%	0%	F	0.077	F	0.535	139000	
	To:		CL Chesapea		30 /6	0 70	70	0 70	1 /0	0 70	•	0.077	į	0.000	100000	
est	From:	WC	L Virginia B													
(4)	City of Chesapeake		64000	В	100%	0%	0%	0%	0%	0%	С	0.092			68000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	130000	F	98%	0%	0%	0%	1%	0%	F	0.093	Α	0.52	139000	
	To:	Gre	enbrier Park	way			_									
est 4	City of Chesapeake	(Maint: 64) 2.10	48000	F	97%	0%	1%	0%	1%	0%	F	0.083			51000	
4)	Combined Traffic Estimates for 2 Parallel	,		F	97%	0%	1%	0%	2%	0%	F	0.074	F	0.521	98000	
	Tombinou Traino Loumatou for E Faranci				07.70	0 70	.,,	070	_,0	0,0	·	0.07 1	•	0.021	00000	
est	From:		68 Battlefield	Blvd												
4) (168 <i>)</i>	City of Chesapeake	,	55000	N	97%	0%	1%	0%	1%	0%	N	0.089			59000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		N	97%	0%	1%	0%	2%	0%	N	NA			119000	
n a t	To:	CD 1	US 17 68 Battlefield	I Divid												
est 64	City of Chesapeake		55000	G G	97%	0%	1%	0%	1%	0%	F	0.089			59000	
14)	Combined Traffic Estimates for 2 Parallel			G	97%	0%	1%	0%	2%	0%	F	0.081	F	0.55	119000	
	To				0.70			0,0	_,,	0,0	•	0.00.	•	0.00		
est ~~	From:	<u> </u>	I-464													
4) {17}	City of Chesapeake	e (Maint: 64) 0.41	44000	F	93%	0%	1%	1%	5%	0%	F	0.089			46000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	F	93%	0%	1%	1%	5%	0%	F	NA			89000	
est	To: From:	SR 190) Great Bridg	ge Blvd												
4 17	City of Chesapeake	e (Maint: 64) 3.86	47000	F	93%	0%	1%	1%	5%	0%	F	0.084			48000	
	Combined Traffic Estimates for 2 Parallel			F.	93%	0%	1%	1%	5%	0%	F	0.084	F	0.506	91000	
4) (1)			30000	•	00,0	0,0	. , ,	. , •	0,0	0,0	•	3.00	•	3.000	0.000	
4) (17)	Combined Tranic Estimates for 21 drailer	, , ,	*** ***													
est	Too From:	•	orge Washin													
	City of Chesapeake Combined Traffic Estimates for 2 Parallel	(Maint: 64) 1.86	38000	gton Hy F F	93% 93%	0% 0%	1% 1%	1% 1%	5% 5%	0% 0%	F	0.092 0.086		0.53	38000 76000	

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

	1				4			Tru	ıck			K	01/	Dir	A A)A/DT	- 014
Route	Jurisdiction	Length	AADT	QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	City of Chesapeake (Maint:		JS 460 Milit 42000	tary Hwy	93%	0%	1%	1%	5%	00/	С	0.088			43000	Α
64	Combined Traffic Estimates for 2 Parallel Roadwa				93%	0%	1%	1%	5% 5%	0% 0%	С	0.086	Α	0.517	88000	A
	To:		I-264, I-664	A	93%	0%	170	1 70	3%	0%	C	0.000	А	0.517	00000	A
West	From:		I-64 West				i									
(64) Ramp	Alleghany County	0.15	90	G								0.181			90	G
	Τα	FR-1	98 Jerrys Ru	un Rd												
West	From:	I-64-W TO RT 60		EST AN	D RT 159)										
64 Ramp	Alleghany County	0.15	1100	G								0.127			1100	G
<u> </u>	Tα		FROM I-64													
West	From:	I-64-W TO R			UTH							0.000			0500	_
64 Ramp	City of Covington (Maint: (•	2500	G	T. C.1		_					0.086			2500	G
	From	SR 154 SR 1		z FROM	1-64		_									
West (64) Ramp	Alleghany County	0.05	I-64 West	G								0.088			3300	G
64) Hamp	To:		60 Madison									0.000			0000	ď
West	From:		I-64 West													
(64) (220) Ramp	Alleghany County	0.05	1100	G								0.099			1100	G
	To:	03-110	4 Valley Ric	dge Rd												
West	From:		I-64 West													
(64) Ramp	Alleghany County	0.12	1800	G								0.119			1800	G
$\overline{}$	Τα	03-696 \$	Selma Low N	Moor Rd												
West	From:		I-64 West													
64 Ramp	Alleghany County	0.18	370	G								0.105			370	G
<u> </u>	10.	SR 384 Dabney S Lan		munity C	ollege Roa	ad S										
West	Alleghany County	0.14	I-64 West	G								0.092			1100	G
64 Ramp	Allegramy County		outhat Rd, B		0							0.092			1100	G
West	From:	03 02) D	I-64 West	3us CB 0			_									
(64) Ramp	Alleghany County	0.24	130	G								0.132			130	G
<u> </u>	Tox		12 Forty Two	o Rd												
West	From:	I-64-W TO MAINTI	ENANCE A	REAAU	THORIZE	ED										
(64) Ramp	Alleghany County	0.03	NA									NA			NA	
\bigcirc	To	RC	OAD UNUSI	ED			\neg \vdash									
West (64) Ramp	Alleghany County	0.18	NA									NA			NA	
04) 1141119	Tro	Gap EAST		ING AR	EA							1 1/7			INA	
West	From	Gap WEST														
Ramp	Alleghany County	0.14	NA									NA			NA	
West	To: From:	RC	AD UNUSI	ED												
West (64) Ramp	Alleghany County	0.07	NA				_					NA			NA	
04)	To	I-64-W FROM MAIN		EAREA	AUTHOR	217						, .			, .	

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

Route	Jurisdiction	Length AADI QA 411re Bus 2	Truck K Dir 2Axle 3+Axle 1Trail 2Trail	AAWDT QV	١W
West 64 Ramp	Alleghany County	1-64-W TO RT 269WEST & EAST 0.25 90 G SR 269 SR 269- 6B FROM & TO 1-64	0.188	90 G	G
West 64 Ramp	Rockbridge County	I-64 West 0.29 230 G 81-780 Scenic Dr	0.143	230 G	G
West 64 Ramp	Rockbridge County	I-64 West 0.20 680 G US 60 Fredericksburg Rd	0.112	680 G	G
West 64 Ramp	Rockbridge County	I-64 West 0.24 NA US 11 N Lee Highway	NA	NA	
West 64 Ramp from I-64 W Exit 87A to I-81 N	Augusta County	I-64 West 0.33 10000 B 89% 1% I-81 North	1% 1% 9% 0% F 0.104	11000 B	В
West 64 Ramp from I-64 W Exit 91A to SR 285	Augusta County	I-64 West 0.23 3200 G 97% 0% SR 285 Tinkling Spring Rd	1% 1% 1% 0% F 0.103	3300 G	G
West 64 Ramp	Augusta County	I-64 West 0.18 6000 G US 340 Rosser Ave	0.112	6000 G	G
West 64 Ramp	City of Waynesboro (Maint: 07)	I-64 West 0.24 1500 G 136-5118 Delphine Ave	0.162	1500 G	G
West 64 Ramp	Augusta County	I-64 West 0.12 1900 G I-64 East Exit 99A Ramp to US 250	0.146	1900 G	G
West 64 Ramp	Albemarle County	I-64 West 0.15 4300 F US 250 Rockfish Gap Trnpk	0.15	4300 F	F
West 64 Charlottesville Rest Area Ramp	Albemarle County	I-64 West to Rest Area 0.12 NA Enter Rest Area Parking Lot	NA	NA	
West 64 Ramp	Albemarle County	I-64 West 0.17 1600 G 02-637 Dick Woods Rd	0.149	1600 G	G
West 64 Ramp	Albemarle County	I-64 West 0.22 2200 G US 29 S, Monacan Trail Rd	0.115	2200 G	G
West 64 Ramp	Albemarle County	I-64 West 0.14 9300 A US 29 Monacan Trail Rd	0.184	11000 A	Α

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trai		Dir Factor AAWDT Q
West	From:	I-64 West	ZANIC STANIC TITUII ZITUI	1 40101	1 40101
(64) Ramp	Albemarle County	0.10 4300 G		0.122	4300
	To:	5th Street			
West	From:	I-64 West			
(64) Ramp	Albemarle County	0.15 4900 G		0.125	4900
	To:	SR 20 Scottsville Rd			
West	From:	I-64 West			
(64) Ramp	Albemarle County	0.23 6100 A 98% 0%	<u>1</u> % 1% 0% 0%	F 0.191	6600 A
	To:	US 250 Richmond Rd			
West	From:	I-64 West			
Ramp	Albemarle County	0.22 420 F 98% 0%	1% 1% 0% 0%	F 0.115	430 F
04)	To:	02-616 Black Cat Rd	<u> </u>		
West	From:	I-64 West			
(64) Ramp	Louisa County	0.25 4000 G		0.084	4000
(64) (1811)	To:	US 15 James Madison Hwy		0.001	1000
M/	From:	I-64 West			
West 64 Ramp	Louisa County	0.29 830 G		0.122	830 0
64) Hamp	To:	SR 208 Courthouse Rd		0.122	030 C
	- L				
West	Goochland County	I-64-W TO RT 605WEST & EAST 0.19 720 G		0.17	720 C
64 Ramp		0.19 720 G 37-605; 37-605- 7B FROM & TO I-64	_	0.17	720
West	From:	I-64-W TO RT 629WEST & EAST		0.404	040
64 Ramp	Goochland County	0.17 870 A		0.184	910 A
	10.	37-629; 37-629- 1B FROM & TO I-64			
West	From:	I-64-W TO US 522SOUTH & NORTH			_
Ramp	Goochland County	0.24 2800 G		0.165	2800
<u> </u>	10:	US 522 US 522- 18B FROM & TO I-64			
West	From:	I-64-W TO RT 617SOUTH & NORTH			
(64) Ramp	Goochland County	0.14 4900 G		0.158	4900
\smile	To:	37-617; 37-617- B FROM & TO I-64			
West	From:	I-64 West to Rest Area			
(64) Goochland Rest Area Ramp	Goochland County	0.05 950 G		0.106	950
$\overline{}$	To:	Enter Rest Area Parking Lot			
West	From:	Exit Rest Area Parking Lot			
Goochland Rest Area Ramp	Goochland County	0.08 1200 G 82% 1%	1% 1% 15% 0%	C 0.12	1200
<u> </u>	To:	I-64 West from Rest Area			
West	From:	I-64 West			
(64) Ramp from I-64 W Exit 173A to 37-623	Goochland County	0.18 13000 G 85% 0%	1% 8% 5% 0%	C 0.112	13000
\sim	To	37-623 Ashland Rd			
West	From:	I-64 West			
(64) Ramp from I-64 W Exit 175A to SR 288	Goochland County	0.45 14000 A 95% 0%	1% 1% 3% 0%	F 0.194	17000 A
\smile	To:	SR 288 S			
<u> </u>	To:	SR 288 S			

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

Route	Jurisdiction	. Length	AADT	ΟΛ	4Tiro	Rue		Tru			QC	К	QK	Dir	AAWDT	OW
		Length		Q,A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIX	Factor	AAWDI	QII
West (64) Ramp from I-64 W Exit 177B to I-295 S (E)	From: Henrico Cour	nty 0.60	I-64 West 14000	G	91%	1%	1%	1%	7%	0%	F	0.123			12000	G
64) Hamp Hom 1 64 W Exit 177 B to 1 200 0 (E)	To:	0.00	I-295 East		0170	1 70		1 70	1 /0	0 / 0	•	0.120			12000	u
West	From:		I-64 West													
Ramp from I-64 W Exit 178A to US 250	Henrico Cour	nty 0.16	13000	G	99%	0%	0%	0%	0%	0%	F	0.114			14000	G
	To:	US	250 W, Broad	d St												
West	From:		I-64 West													
(64) Ramp from I-64 W Exit 178B to US 250	Henrico Cour	,	5400	G	99%	0%	1%	0%	0%	0%	F	0.182			5700	G
$\overline{}$	To:	US	250 E, Broad	l St												
West	From:		I-64 West													_
(64) Ramp	Henrico Cour	·	9000	G								0.193			9000	G
	To:	43-75	14 S, Gaskin	ıs Rd												
West	From:		I-64 West													_
64 Ramp	Henrico Cour	•	9400	G								0.120			9400	G
		43-75	14 N, Gaskir	ıs Ka												
West	Honrico Cour	at. 0.10	I-64 West	_								0.110			4700	0
64 Ramp	Henrico Cour ™-	•	4700 518 S, Parhar	n Pd								0.112			4700	G
W	From:	43-73		ii Ku			1									
West (64) Ramp	Henrico Cour	nty 0.39	I-64 West 6000	G								0.111			6000	G
(64) Hamp	To:	•	518 N, Parhar				\neg					0.111			0000	G
West	From:		I-64 West				1									
64 Ramp	Henrico Cour	nty 0.19	7400	G								0.121			7400	G
(04) · ············	To:	•	36 S, Glensio									****				-
West	From:		I-64 West													
(64) Ramp	Henrico Cour	nty 0.17	3300	G								0.191			3300	G
	To:	US	250 E, Broad	l St												
West	From:		I-64 West													
(64) Ramp	Henrico Cour	nty 0.32	9700	G								0.123			9700	G
$\overline{}$	To:	US	250 W, Broad	d St												
West	From:		I-64 West													
Ramp	Henrico Cour	•	7900	G								0.129			7900	G
W	To: From:		Exit 185B to													
West (64) Ramp	Henrico Cour	I-64-W185B nty 0.10	TO RT 33 E.	AST W	EST?							NA			NA	
64) Hallip	To:		ROM RT 64	WEST			_					INA			INA	
West	From:	I-64-W185A					<u> </u>									
(64) Ramp	Henrico Cour		NA	ASI W	L/OI							NA			NA	
04) ···	To	I-64-E185B		ROM F	RT 6							, .				
West	From:		I-64 West				ĺ									
(64) Ramp	City of Richmond (N	Maint: 43) 0.11	3800	G								0.107			3800	G
<u> </u>	To:		I-195 South													
	•						-									

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	Dir Factor	AAWDT	QW
West 64 Ramp	City of Richmond (Maint: 43)	I-64 West 0.26 27000 5th Street	G								0.102		27000	G
West 64 Ramp	City of Richmond (Maint: 43)	0.23 18000	В								0.095		19000	В
West 64 Ramp	City of Richmond (Maint: 43)	127-44-N001A FROM 7 0.09 21000 I-95-S FROM RT 64 WEST	В			 					0.103		23000	В
West 64 Ramp	Front Henrico County To:	I-64 West 0.17 4400 US 360 Mechanicsv	G								0.147		4400	G
West 64 Ramp	Front: Henrico County Tα	I-64 West 0.16 1300 SR 33 W, Nine M	G Iile Rd								0.098		1300	G
West 64 Ramp	Henrico County	I-64 West 0.12 720 SR 33 E, Nine M	G ile Rd								0.098		720	G
West 64 Ramp	Front: Henrico County ™	I-64 West 0.24 2600 43-7555 Laburnu	G								0.085		2600	G
West Ramp from I-64 W Exit 197A to SR 156 S	Henrico County	I-64 West 0.19 2500 SR 156 S, Airpo	G	94%	1%	1%	1%	3%	0%	F	0.089		2600	G
West Ramp from I-64 W Exit 197B to SR 156 N	Henrico County	I-64 West 0.26 740 SR 156 N, Airpo	G ort Dr	95%	1%	1%	1%	3%	0%	F	0.097		790	G
West 64 Ramp	Front: Henrico County To:	I-64 West Collec 0.19 4600 I-295 East Collec	tor Rd	84%	1%	1%	0%	13%	0%	С	0.082		4600	G
West Ramp from I-64 W to I-295 W (Northbound)	Henrico County	I-64 W Collector 0.49 15000 I-295 W Collector	Road G	83%	1%	1%	1%	15%	0%	С	0.097		15000	G
West 64 Ramp	New Kent County	I-64 West 0.24 1200 SR 249 New Ken	G	79%	2%	2%	4%	14%	0%	С	0.098		1200	G
West 64 Ramp	New Kent County	I-64 West 0.19 1800 SR 106 Emmaus Ch	G								0.117		1800	G
West 64 New Kent Rest Area Ramp	New Kent County	I-64 West to Res 0.14 2400 Enter Rest Area Par	t Area	91%	1%	1%	1%	7%	0%	F	0.164		2000	A

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

Route	Jurisdiction			AAWDT	QW
West 64 New Kent Rest Area Ramp	New Kent County	Exit Rest Area Parking Lot 0.11 NA I-64 West from Rest Area	NA	NA	
West 64 Ramp	New Kent County To:	I-64 West 0.22 1100 G SR 155	0.112	1100	G
West 64 Ramp	New Kent County	I-64 West 0.24 590 G SR 33	0.119	590	G
West 64 Ramp	James City County	I-64 West 0.29 4300 G I-64 West Exit 227B to SR 30 West	0.136	4300	G
West 64 Ramp	James City County	I-64-W227B TO RT 30 WEST R 0.02 NA SR 30 FROM & TO RT 64	NA	NA	
West 64 Ramp	James City County	I-64-W227A TO RT 30 WEST 0.08 NA SR 30 FROM I-64 WEST	NA NA	NA	
West 64 Ramp	James City County	I-64 West 0.21 3500 G SR 30 W, Croaker Rd	0.130	3500	G
West 64 Ramp	James City County	I-64 West 0.31 1100 G SR 30 E, Croaker Rd	0.119	1100	G
West 64 Ramp	York County To:	I-64 West 0.20 4700 G 99-646 W, Newman Rd	0.109	4700	G
West 64 Ramp	York County To:	I-64 West 0.25 800 G 99-646 E, Newman Rd	0.132	800	G
West 64 Ramp	York County To:	I-64 West 0.16 4500 G I-64 West Exit 238B to SR 143 South	0.097	4500	G
West 64 Ramp	York County To:	I-64-W238B TO RT 143 SOUTH & CAMP P 0.11 NA SR 143 FROM RT 64 WEST	NA	NA	
West 64 Ramp	York County To:	I-64-W238A TO RT 143 SOUTH & CAMP P 0.06 NA SR 143 FROM I-64 WEST	NA	NA	
West 64 Ramp	York County	I-64 West 0.22 9000 G SR 199 West	0.096	9000	G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus 2.	Truck QC K QK Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT	QW
West 64 Ramp	York County To	I-64 West 0.39 2200 G SR 199 East	0.140	2200	G
West 64 Ramp	York County Tot	I-64 West 0.82 1800 G I-64 East Exit 243A	0.11	1800	G
West 64 Ramp	York County To	I-64 West 0.27 3600 G I-64 East Exit 243B to SR 143 North	0.117	3600	G
West 64 Ramp	City of Newport News (Maint: 99	I-64 West	0.1	3800	G
West 64 Ramp	City of Newport News (Maint: 99	I-64 West 0) 0.19 4300 G SR 105 E, Ft Eustis Blvd	0.205	4300	G
West 64 Ramp	City of Newport News (Maint: 99	I-64 West 0) 0.21 4600 G SR 143 Jefferson Ave	0.105	4600	G
West 64 Split Ramp	City of Newport News (Maint: 94	I-64 WB 1) 0.06 NA SR 143 Jefferson Ave SB	NA	NA	
West 64 Ramp	City of Newport News (Maint: 99	I-64 West Collector Rd 0) 0.12 3300 G SR 143 S, Jefferson Ave	0.121	3300	G
West 64 Ramp	City of Newport News (Maint: 99	I-64 West Collector Rd 0) 0.33 17000 G SR 143 N, Jefferson Ave	0.082	17000	G
West 64 Ramp	City of Newport News (Maint: 99	I-64 West 9) 0.21 21000 G I-64 West Exit 255B to SR 143 N, Jefferson Ave	0.088	21000	G
West 64 Ramp	City of Newport News (Maint: 99		0.129	3400	G
West 64 Ramp	City of Newport News (Maint: 99	9) 0.17 9200 G	0.096	9200	G
West 64 Ramp	City of Newport News (Maint: 99		0.089	6000	G
West 64 Ramp	City of Newport News (Maint: 99	Ramp from SR 143 S, Jefferson Ave 0) 0.34 NA I-64 West	NA	NA	

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

Route	Jurisdiction	Longth AADT OA ATiro Buc	Truck	AAWDT	QW
West	City of Newport News (Maint: 99)	I-64 West	ZAXIE 3+AXIE 1 I raii 2 I raii Factor Factor		
Ramp	City of Newport News (Maint. 99)	SR 171 W, Victory Blvd	0.102	8000	
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.39 5200 G	0.142	5200	G
West	From:	SR 171 E, Victory Blvd I-64 West			<u> </u>
64 Ramp	City of Newport News (Maint: 99)	0.15 13000 G US 17 S, J Clyde Morris Blvd	0.107	13000	G
West (64) Ramp	City of Newport News (Maint: 99)	I-64 West 0.30 7800 G	0.099	7800	G
West	Tα From:	US 17 N, J Clyde Morris Blvd I-64 West			
64 Ramp	City of Hampton (Maint: 99) ™	0.28 6300 G 114-7026 W, Hampton Rds Ctr Pkwy	0.114	6300	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West 0.23 6200 G	0.094	6200	G
West	To: From:	US 258 Mecury Blvd I-64 West			
64 Ramp	City of Hampton (Maint: 99)	0.17 6500 G US 258 Mercury Blvd	0.123	6500	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64-W TO I-664 EAST 0.46 14000 G	0.143	14000	G
West	Τα From:	I-664-E FROM I-64 WEST I-64 West			
Ramp	City of Hampton (Maint: 99)	0.17 1400 G SR 134 Armistead Ave, SR 167 Lasalle Ave	0.090	1400	G
West (64) Ramp		0.09 NA	NA NA	NA	
West	To: Front	114-7035 FROM RT 64 WEST I-64 West			
64 Ramp	City of Hampton (Maint: 99) ™ To:	0.19 3100 G SR 134 Armistead Ave	0.086	3100	G
West (64) Ramp	City of Hampton (Maint: 99)	I-64 West 0.11 4900 G 96% 1%		4900	G
West	To	SR 143 County St I-64 West			
Ramp	City of Hampton (Maint: 99)	0.15 3400 G 114-7057 Mallory St	0.097	3400	G
West		W TO OCEAN VIEW AVENUE60 PARALLE	0.100	400	
64 Ramp	City of Norfolk (Maint: 64)	0.03 490 G 2US 60-P; 2US 60-P004A OCEAN VIEW	0.102	490	G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir AAWDT	QW
West 64 Ramp	Front City of Norfolk (Maint: 64) Tα	1-64-W TO 4TH VIEW STREETRT 60 0.18 1800 G US 60 US 60- 281B FROM & TO I-64		0.081	1800	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.15 3700 F 122-8623 Bay Ave		0.187	3700	F
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO US 46000- GRANDBY ST 0.11 3900 G US 460 FROM I-64 WEST		0.153	3900	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 23000 G SR 165 Little Creek Rd		0.078	23000	G
West 64 Ramp	City of Norfolk (Maint: 64)	64-W TO RT 168 SOUTH-TIDEWATER DRIVE 0.11 4600 G SR 168 FROM I-64 WEST		0.109	4600	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.21 4500 G SR 168 FROM I-64 WEST		0.133	4500	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.25 8800 G SR 194 FROM I-64 WEST		0.115	8800	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 247 WEST00- NORVIEW Ave 0.18 3700 G 98% 0% SR 247 FROM I-64 WEST	1% 0% 0% 0%	C 0.130	3700	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.13 4900 G 99% 0% SR 247 FROM I-64 WEST	 0% 0% 0% 0%	C 0.087	4900	G
West 64 Ramp	City of Norfolk (Maint: 64)	-64-W TO RT 165MILITARY HGWY VIA RO 0.20 9000 G ROBIN HOOD ROAD		0.087	9000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 13 0.11 24000 G I-64-W282B TO RT 13 SOUTH		0.091	24000	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.04 NA US 13 FROM RT 64 WEST		NA	NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 SOUTH 0.03 NA WCL Virginia Beach		NA	NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. LANE 0.09 3100 G I-64-R FROM I-64 WEST		0.185	3100	G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir Factor AAWDT QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 WEST 0.13 8700 G I-264-W013X FROM I-64 WEST		0.097	8700 G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 EAST44 0.23 26000 G I-264-E013X FROM I-64 WEST		0.08	26000 G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V.LANEMEDIAN 0.12 3900 G I-64-R I-64-R008A TO & FROM RT		0.334	3900 G
West 64 Ramp	City of Virginia Beach (Maint:	I-64-W TO RT 407 EAST		0.129	6400 G
West 64 Ramp	City of Virginia Beach (Maint:	I-64 West 64) 0.20 13000 F SR 407 Indian River Rd		0.086	13000 F
West 64 Ramp	City of Chesapeake (Maint:	I-64-W289X TO GREENBRIER PARKWAY WEST 64) 0.28 6500 G 95% 1% 131-8665 FROM RT 64 WEST	1% 1% 2% 0%	C 0.116	6500 G
West 64 Ramp	City of Chesapeake (Maint:	I-64-W289X TO GREENBRIER PARKWAY EAST 64) 0.25 11000 G 131-8665 FROM RT 64 WEST		0.085	11000 G
West 64 Ramp	City of Chesapeake (Maint:			NA	NA
West 64 Ramp	City of Chesapeake (Maint:	1-64-W289B TO GREENBRIER PARKWAY EAST 64) 0.10 NA 131-8665-E001B FROM GREENBRIER PARKWAY	_	NA	NA
West 64 Ramp	City of Chesapeake (Maint:			NA	NA
West 64 Ramp	City of Chesapeake (Maint:		-	NA	NA
West 64 Ramp	City of Chesapeake (Maint:			0.098	19000 G
West 64 168 Ramp	City of Chesapeake (Maint:	I-64 W 64) 0.18 2900 G 86% 1% Bus SR 168 N		C 0.078	2900 G
West 64 Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint:	I-64 West 64) 0.30 9400 F 97% 0% Bus SR 168 Battlefield Blvd S	1% 0% 1% 0%	C 0.105	9400 F

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

Route	Jurisdiction	Length		QA	4Tire	Bus			Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
West 168 I-64 W Exit 290	City of Chesapeake (Mai	-	I-64 W 15000	G							0.079			15000	G
West 64 168 I-64 W Exit 290	City of Chesapeake (Mai	nt: 64) 0.10	W Exit 290								NA			NA	
West 168 I-64 W Exit 290	City of Chesapeake (Mai	Ramp From Bus nt: 64) 0.20	NA	lefield	Blvd S						NA			NA	
West 64 I-64 W Exit 290	City of Chesapeake (Mai		NA NA	S							NA			NA	
West	To: From:	Ramp From Bus	SR 168 Battl	lefield	Blvd N										
64 I-64 W Exit 290	City of Chesapeake (Mai	-	NA o I-64 E Exit	280							NA			NA	
West 64 I-64 W Exit 290	City of Chesapeake (Mai	•	NA I-64 W	. 209			<u></u>				NA			NA	
West	From:	CD 160 O	ak Grove Co	nneoto	r										
Ramp Between SR 168 and I-464	City of Chesapeake (Mai	nt: 64) 0.26	3200 -464; US 17	G	95%	0%	1%	1%	3% 0%	F	0.131			3400	G
West 64 Ramp	City of Chesapeake (Mai		I-64 West 8900 SR 168	F							0.102			8900	F
West 64 Ramp	City of Chesapeake (Mai	US 17-N017A nt: 64) 0.05 1SR 168-P FROM	FROM RT				<u> </u>				NA			NA	
West 64 Ramp	City of Chesapeake (Mai	I-64-W BEGIN nt: 64) 0.40		D TO I							NA			NA	
West 64 Ramp	City of Chesapeake (Mai	nt: 64) 0.20	I-64 West 2600 Great Bridge	F							0.087			2600	F
West 64 Ramp	City of Chesapeake (Mai		I-64 West 5500 US 17	G	95%	0%	1%	1% (3% 0%	F	0.092			5700	G
West 64 Ramp	City of Chesapeake (Mai			G	GHWAY						0.088			4700	G
65	Scott County	0.04	US 58 1300	F	94%	1%	1%	2% 2	2% 0%	F	0.118		0.544	1400	F
65	Town of Clinchport (Mair	nt: 84) 1.46	1300 L Clinchport	N	94%	1%	1%	2% 2	2% 0%	N	0.118		0.544	1400	N

5/2/2016

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

Davita	le colonali natione	Primary an				Dura		Tru	ck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	01/
Route	Jurisdiction	Lengtn	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
$\overline{}$	From:		CL Clinchport		0.40/	40/	10/	00/	00/	00/		0.440		0.544	4.400	
65)	Scott County	2.91	1300 84-649	N	94%	1%	1%	2%	2%	0%	N	0.118		0.544	1400	Ν
	From:	84-649	Rye Cove Me	em Ctr												
65) Clinch River Hwy	Scott County	2.28	460	F	94%	1%	1%	2%	2%	0%	С	0.107		0.527	480	F
$\overline{}$	To:	84-6	45 Manville l	Rd												
65) Clinch River Hwy	Scott County		300	F	94%	1%	1%	2%	2%	0%	F	0.108		0.527	320	ı
<u> </u>	Tα	SR 72 Vet	terans Memor	rial Hv	/V											
65) (72)	Scott County		1200	F	97%	0%	1%	1%	1%	0%	С	0.096		0.531	1300	ı
9 0	To	Wo	CL Dunganno	m												
65) (72)	Town of Dungannon (N		1200	N	97%	0%	1%	1%	1%	0%	Ν	0.096		0.531	1300	1
39 (12)	To	<u> </u>	009 Jefferson	C+												
65) (72) Veterans Memori	ial Hwy Town of Dungannon (N		1700	F	97%	0%	1%	1%	1%	0%	F	0.095		0.538	1800	
03) (72)	To:		Hanging Roc				Ti.									
	From:		, Vetrans Me	m Hay												
₆₅) Sinking Creek Hwy	Town of Dungannon (N	Maint: 84) 0.21	1200	F	98%	0%	1%	1%	0%	0%	С	0.098		0.588	1300	
<u>~</u>	To: From:	EC	CL Dungannoi	n												
65)	Scott County	0.75	1200	N	98%	0%	1%	1%	0%	0%	Ν	0.098		0.588	1300	- 1
<u> </u>	To: From:	84-774	Long Hollov	w Rd			\neg \vdash									
65) Sinking Creek Hwy	Scott County	4.14	510	F	96%	1%	2%	0%	1%	0%	С	0.116		0.546	540	
<u> </u>	To:		sell County Li													
65 Mew Rd	Russell Count		ott County Lir 740	G G	98%	1%	0%	1%	0%	0%	С	0.098		0.633	780	
65) Mew Rd	nusseli Count				90%	170	0%	1 70	U 70	0%	C	0.096		0.633	700	(
	Tar From:		CL Castlewoo		000/	40/		40/	00/	00/	N.	0.000		0.000	700	
65)	Castlewood (Maint		ALT Banners	Corner	98%	1%	0%	1%	0%	0%	N	0.098		0.633	780	ı
66) Ramp	Prince William Co	I-66-E043A I- ounty 0.13	-66-W043A F	ROM	RT 6							NA			NA	
66 Hallip	Ta:	US 29 FROM F		7 & T2	VEEST							INA			INA	
	From:	I-66-E060A I-														
66) Ramp	 Fairfax County		NA	KOM	KIO							NA			NA	
66) Hamp	Ta	SR 123 FROM		ST & V	VEST							1471			107	
East	From:		I-81 N													
66) I-66 E Ramp	— Warren Count	ty 0.25	9300	G	84%	1%	1%	1%	13%	1%	F	0.065			8600	
	Combined Traffic Estimates for 2 Parallel Ro	,		G	84%	1%	1%	1%	13%	1%	F	0.073	F	0.615	16000	
	Το		mp from I-81										_			
ast	From		I-81													
66 est	Warren Count	,	17000	Α	84%	1%	1%	1%	13%	1%	F	0.115			16000	,
\smile	Combined Traffic Estimates for 2 Parallel Ro			Α	84%	1%	1%	1%	13%	1%	F	0.103	Α	0.561	31000	1
	Tα	US 340, U	IS 522 Winch	ester I	Rd											

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		Primary and in	iterotate riot	100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Fast	From:	US 340, US 52	22 Winchester F	ld.		ZAXIC	OTANIC	TTTAII	ZIIdii		1 actor		1 40101		
East (66)	Warren County		6000 A	84%	1%	1%	1%	13%	1%	С	0.125			15000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 32	2000 A	84%	1%	1%	1%	13%	1%	С	0.106	Α	0.574	29000	Α
	To	SF	R 79			\neg									
East 66	Warren County		9000 A	87%	1%	1%	0%	11%	0%	С	0.119			18000	Α
66)	Combined Traffic Estimates for 2 Parallel Roadways		3000 A	87%	1%	1%	0%	11%	0%	С	0.113	Α	0.634	36000	A
	To:		County Line	01 70	1 70		0 / 0	1170	0 70	Ü	0.101	,,	0.004	00000	,,
East	From:		County Line												
East 66	Fauquier County	_	9000 A	87%	1%	1%	0%	11%	0%	С	0.119			18000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 38	8000 A	87%	1%	1%	0%	11%	0%	С	0.101	Α	0.634	36000	Α
Fact	To: From:	30-688 Lee	eds Manor Rd												
East 66	Fauguier County	5.21 20	0000 A	84%	1%	1%	1%	13%	1%	F	0.12			19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 39	9000 A	86%	1%	1%	1%	12%	1%	F	0.102	Α	0.615	38000	Α
		0-731 Cobbler Mtn Rd; S	SR 55, US 17 W		Rd										
East (55)	From:		Winchester Ro		10/	10/	10/	C 0/	00/	_	0.117			00000	^
66 [17] [55]	Fauquier County		1000 A	92%	1%	1%	1%	6% 6%	0%	F	0.117		0.044	23000	A
	Combined Traffic Estimates for 2 Parallel Roadways			92%	1%	1%	1%	6%	0%	F	0.102	Α	0.644	45000	Α
East	To: From:	Bus US 17, SR 55;	30-721 Free St	ate Rd											
66) (17)	Fauquier County	1.34 24	1000 G	92%	1%	1%	1%	6%	0%	F	0.119			23000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 48	3000 G	92%	1%	1%	1%	6%	0%	F	0.103	Α	0.573	46000	G
	To From	US 17, Bus US	17 Winchester	Rd		\neg									
East 66	Fauguier County	3.02 19	9000 A	92%	1%	1%	1%	6%	0%	С	0.121			19000	Α
66)	Combined Traffic Estimates for 2 Parallel Roadways			92%	1%	1%	1%	6%	0%	C	0.102	Α	0.508	37000	Α
	To To			0270	1 70	- 70	170	070	0 70	Ū	0.102	,,	0.000	0,000	,,
East	From:		ld Tavern Rd												
East 66	Fauquier County		0000 A	92%	1%	1%	1%	6%	0%	F	0.121			19000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways			92%	1%	1%	1%	6%	0%	F	0.103	Α	0.703	39000	Α
Fast	i o: From:		am County Line County Line												
East 66	Prince William County	•	0000 A	92%	1%	1%	1%	6%	0%	F	0.121			19000	Α
00)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 40	0000 A	92%	1%	1%	1%	6%	0%	F	0.103	Α	0.703	39000	Α
	Τα	170	S 15												
East 66	From:			000/	10/	40/	40/	00/	00/	_	0.400			00000	
66)	Prince William County		0000 A	92%	1%	1%	1%	6%	0%	F _	0.109			30000	A
-	Combined Traffic Estimates for 2 Parallel Roadways	on this Houte: 52	2000 A	92%	1%	1%	1%	6%	0%	۲	0.096	Α	0.626	53000	Α
East	To: From:	WCL H	Haymarket												
East 66	Town of Haymarket (Maint: 76	0.84 30	0000 A	92%	1%	1%	1%	6%	0%	F	0.109			30000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 52	2000 A	92%	1%	1%	1%	6%	0%	F	0.096	Α	0.626	53000	Α
	Tα	ECL H	Iaymarket												

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						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ast 66	From:		CL Haymark													
6	Prince William County		30000	Α	92%	1%	1%	1%	6%	0%	F	0.109			30000	,
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	52000	Α	92%	1%	1%	1%	6%	0%	F	0.096	Α	0.626	53000	
ast	To: From:	US	29 Gainesv	ille												_
ast 66	Prince William County	2.17	55000	Α	92%	1%	1%	1%	6%	0%	F	0.102			57000	
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	110000	Α	92%	1%	1%	1%	6%	0%	F	0.083	Α	0.642	113000	
	To From		SR 234													
ast (234)	Prince William County	, 2.27	63000	G	92%	1%	1%	1%	6%	0%	F	0.105			61000	
6 234	Combined Traffic Estimates for 2 Parallel Roadw			G	92%	1%	1%	1%	6%	0%	F	0.073	F	0.646	120000	
	To To				0270	1 70		1 70	070	0,0	•	0.070	·	0.010	120000	
st 5	From:		234; Bus SR													
5)	Prince William County		78000	F	92%	1%	1%	1%	6%	0%	F	0.091	_		76000	
	Combined Traffic Estimates for 2 Parallel Roadw			F	92%	1%	1%	1%	6%	0%	F	0.069	F	0.651	149000	
st	From:		fax County I William Cou													
st 6	Fairfax County	2.94	78000	F	92%	1%	1%	1%	6%	0%	F	0.091			76000	
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	147000	F	92%	1%	1%	1%	6%	0%	F	0.069	F	0.651	149000	
	Tor	US 2º	9 Near Centr	reville												
st 6	Fairfax County	1.25	68000	E	96%	0%	1%	1%	2%	0%	_	0.092			71000	
6)	Combined Traffic Estimates for 2 Parallel Roadw			F	97%	1%	1%	0%	1%	0%	F	0.092	F	0.643	141000	
	Combined Traine Estimates for 21 arailer floadw				31 /6	1 /0	1 /6	0 76	1 /0	0 /6	'	0.007	'	0.043	141000	
<u>st</u>	From:	S	R 28 Sully R	Rd												
3	Fairfax County	1.86	80000	F	96%	0%	1%	1%	2%	0%	F	0.082			85000	
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	162000	F	97%	1%	1%	0%	1%	0%	F	0.067	F	0.623	171000	
et	To: From:	29-7100 F	airfax Count	y Parkw	ay											
st 6	Fairfax County	2.57	65000	F	96%	0%	1%	1%	2%	0%	F	0.085			68000	
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	126000	F	97%	1%	1%	0%	1%	0%	F	0.061	F	0.6	133000	
	To		US 50													
ast 6	Fairfax County	1.85	93000	F	96%	0%	1%	1%	2%	0%	_	0.074			98000	
6)	Combined Traffic Estimates for 2 Parallel Roadw			F	96% 97%	0% 1%	1%	0%	2% 1%	0% 0%		0.074	F	0.504	196000	
	Combined Trainic Estimates for 2 Farallel Hoadw				9170	170	1 70	0%	1 70	0%	Г	0.063	Г	0.504	196000	
ıst	To: From:	SR 12	3 Chain Brid	lge Rd												
<u>st</u>	Fairfax County	2.13	93000	F	96%	1%	1%	1%	2%	0%	С	0.083			99000	
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	180000	F	97%	1%	0%	0%	1%	0%	F	0.07	В	0.555	190000	
uet .	To: From:	SR	R 243 Nutley	St												
ast 66	Fairfax County	1.44	82000	F	96%	0%	1%	1%	2%	0%	F	0.073			86000	
50)	Combined Traffic Estimates for 2 Parallel Roadw			F	98%	1%	1%	0%	1%	0%	F	0.066	F	0.517	177000	
	To:		WCL Vienna		20,3	. , 5		0,0	. , •	0,0	•	3.000	•	5.5.7		

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								Tru	ck			K		Dir		
Route	Jurisdiction	Length /	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	WC	CL Vienna													
East 66	Town of Vienna (Maint: 29)	0.25 8	82000	F	96%	0%	1%	1%	2%	0%	F	0.073			86000	F
\circ	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 1	67000	F	98%	1%	1%	0%	1%	0%	F	0.066	F	0.517	177000	F
Fact	Toe From	EC	CL Vienna													
East 66	Fairfax County	1.54 8	82000	F	96%	0%	1%	1%	2%	0%	F	0.073			86000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 1	67000	F	98%	1%	1%	0%	1%	0%	F	0.066	F	0.517	177000	F
	To	I-495 C	Capital Belty	wav												
East 66	Fairfax County		35000	F	99%	1%	0%	0%	0%	0%	F	0.082			37000	F
(66)	Combined Traffic Estimates for 2 Parallel Roadways on this	_		F	99%	1%	0%	0%	0%	0%	F	0.066	F	0.553	76000	F
	To To		Leesburg Pi	•	00,0	. , ,		0,0	0,0	0,70	•	0.000	•	0.000		·
East 66	From:		•		000/	10/	00/	00/	00/	00/	_	0.004			07000	_
(66)	Fairfax County Combined Traffic Estimates for 2 Parallel Roadways on this	_	34000	F F	99% 99%	1% 1%	0% 0%	0% 0%	0% 0%	0% 0%		0.084 0.067	F	0.525	37000 74000	F
	Combined Tranic Estimates for 2 Farallel Hoadways of this				9970	1 70	0%	0%	0%	0%	г	0.067	Г	0.525	74000	Г
East	From:		Oulles Acce													
East 66	Fairfax County	_	63000	F	99%	1%	0%	0%	0%	0%	F	0.068	_		67000	F
•	Combined Traffic Estimates for 2 Parallel Roadways on this			G	99%	1%	0%	0%	0%	0%	F	0.069	F	0.578	137000	G
East	From:		on County I x County Li													
East 66	Arlington County	0.24 6	63000	F	99%	1%	0%	0%	0%	0%	F	0.068			67000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 1	28000	G	99%	1%	0%	0%	0%	0%	F	0.069	F	0.578	137000	G
East	Toe From	Westi	tmoreland S	St												
East 66	Arlington County	0.94	61000	G	99%	1%	0%	0%	0%	0%	F	0.069			65000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 1	15000	G	99%	1%	0%	0%	0%	0%	F	0.065	F	0.524	122000	G
	Τα	Syc	camore St				\neg \vdash									
East 66	Arlington County	1.74 5	57000	G	99%	1%	0%	0%	0%	0%	F	0.071			61000	G
(66)	Combined Traffic Estimates for 2 Parallel Roadways on this	_		G	99%	1%	0%	0%	0%	0%	F	0.064	F	0.527	119000	G
	To		7 Fairfax Dr					- , -		* / *						
East 66	From:				000/	10/	00/	00/	00/	00/	_	0.070			40000	_
(66)	Arlington County Combined Traffic Estimates for 2 Parallel Roadways on this		45000	G G	99% 99%	1% 1%	0% 0%	0% 0%	0% 0%	0% 0%	F	0.072 0.067	F	0.545	48000	G G
	Combined Tranic Estimates for 2 Farallel Hoadways of this				9970	170	076	0%	070	0%	г	0.067	Г	0.545	92000	G
East	Tot Pronv		20 Glebe R													
East 66	Arlington County		52000	Α	99%	1%	0%	0%	0%	0%	С	0.072			55000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 9	99000	Α	99%	1%	0%	0%	0%	0%	С	0.07	Α	0.526	104000	Α
East	To: Front	US 29 Lee	e Hwy Cher	rrydale												
East 66	Arlington County	1.05 4	46000	G	99%	1%	0%	0%	0%	0%	F	0.072			49000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 8	88000	G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.545	93000	G
-	Тα	US 29	Near 20th	Rd												

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

		Fillialy at						Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		29 Near 20th	Rd												
East 66	Arlington Cou		38000	G	99%	1%	0%	0%	0%	0%	F	0.074			41000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	73000	G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.565	77000	G
Foot	T.c. From:	Ly	nn St Rossly	/n												
East (66)	Arlington Cou	unty 0.50	54000	G	99%	1%	0%	0%	0%	0%	F	0.078			57000	G
00)	Combined Traffic Estimates for 2 Parallel			G	99%	1%	0%	0%	0%	0%	F	0.075	F	0.527	104000	
	To:	DC Line, Potom		osevelt	Bridge											
East	From:	I-66-E TO RT 522		UTH &	NORTH											
East (66) Ramp	Warren Cou		5600	G								0.088			5600	G
$\overline{}$	To:	US 522 US 522-	120A TO &	k FROM	1 RT 66											
East (66) Ramp	From:	IS-00066-E006A(R)/S		AMP F	ROM IS 6	66E										
Ramp	Warren Cou		NA									NA			NA	
	10.	US-00522(B														
East (66) Ramp	From: Warren Cou	I-66-E TO R3	<u>г 79 SOUTH</u> 1500	1 & NO G	RTH							0.094			1500	G
66 Ramp	warren cou	•	ROM RT 66									0.094			1500	G
Foot	Fron:	SK 79 1	I-66 East	LASI												
East (66) Ramp	ا Fauquier Cou	unty 0.24	130	G								0.639			80	G
(00)	To:		Leeds Man													-
East	From:		I-66 East													
East (66) Ramp	Fauquier Cou	unty 0.12	330	G								0.105			330	G
$\overline{}$	То	30-731 C	Cobbler Mour	ntain Ro	l											
East	From:		I-66 East													
(66) (55) Ramp	Fauquier Cou	•	840	G								0.09			840	G
	To:	SR 5	55 Free State	Rd												
East 66 Ramp	From:	0.00	I-66 East									0.444			0400	_
66 Ramp	Fauquier Cou	-	6400 7 Wincheste	G r Pd								0.111			6100	G
Foot	Fron:	03 1	I-66 East	ı Ku												
East (66) Ramp	ا Fauquier Cou	unty 0.13	460	G								0.126			460	G
(00)	To:	•	5 Old Taver									•				-
East	From:		I-66 East													
(66) Ramp	Prince William (County 0.20	2700	G								0.102			2700	G
$\overline{}$	Tα	US 15 J	ames Madiso	on Hwy												
East	Front		East CD Ro	oad												
66 Ramp	Prince William (County 0.11	1000	Α								0.207			890	Α
	Τα		US 29 S													
East (66) Ramp	From:		I-66 East													
66 Ramp	Prince William (2200	G								0.133			2200	G
	To:	US 2	29 Lee Highv	way												

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

			ile no				Tru	ıck			Κ	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor QK	Factor	AAWDT	QW
East	From:	I-66 East				ZAXIE	JTAXIC	TTTAII	ZIIali		i actor	1 actor		
(66) Ramp	Prince William County		G								0.118		13000	G
(00)	То:	SR 234 Prince Willia		7							• • • • • • • • • • • • • • • • • • • •			-
East	From:	I-66 East												
(66) (234) Ramp	Prince William County	0.20 7400	G								0.085		7400	G
(00) (204)	To:	I-66-E047B TO RT 2340		RTH										
East	From:	I-66 East to Rest	Area											
(66) Manassas Rest Area	Prince William County	0.04 NA	11100								NA		NA	
(60)	To:	Enter Rest Area Parl	king Lot											
East	From:	Exit Rest Area Park												
(66) Manassas Rest Area	Prince William County	0.03 NA									NA		NA	
$\overline{}$	To:	I-66 East from Res	t Area											
East	From:	I-66 East												
East (66) Ramp	Fairfax County	0.24 9800	F	98%	0%	1%	1%	1%	0%	С	0.101		9800	F
$\overline{}$	To:	US 29 Lee High	way											
East	From:	I-66 East												
Ramp	Fairfax County	0.17 21000	F	95%	1%	1%	1%	2%	0%	С	0.09		21000	F
$\overline{}$	To	I-66 East Ramp Split to SR 2	& North	& South										
East	From:		o ivorui	& South										
66 Ramp	Fairfax County	0.04 NA				_					NA		NA	
<u> </u>	10.	SR 28 N, Sully												
East (66) Ramp	From:	I-66-E053A TO RT 29 NOF	RTH &	SOUTH										
66 Ramp	Fairfax County	0.03 NA									NA		NA	
<u> </u>	To:	SR 28 SR 28-S030A FROM	Л & TO	RT 66										
East	From:	I-66 East Collecto												
(66) Ramp	Fairfax County		F		1%	1%	1%	2%	0%	С	0.071		14000	F
<u> </u>	To:	SR 286 S, Fairfax Cou	ınty Pkv	Уy										
East	From:	I-66 East Collecto												
(66) Ramp	Fairfax County	0.23 11000	F	98%	0%	0%	0%	1%	0%	С	0.104		11000	F
\smile	To:	SR 286 N, Fairfax Cou	ınty Pkv	vy										
East	From:	I-66 East												
66 Ramp	Fairfax County	0.22 27000	F								0.090		27000	F
	To:	I-66 East Exit 55A to 29												
East	From:	I-66-E055A TO RT 7100 SOU	JTH FA	IRFAX C							NIA		NIA	
66 Ramp	Fairfax County	0.15 NA									NA		NA	
East	From: 2	9-7100-S000B FROM RT 7100	SOUT	H FAIRFA	X									
(66) Ramp	Fairfax County	0.16 NA									NA		NA	
	z,													
East	From:	I-66-E055B TO RT 7100 NOI	KTH FA	IRFAX C										
East (66) Ramp	Fairfax County	0.12 NA									NA		NA	
\smile	To: 20	9-7100-N000B FROM RT 7100	NODT	H FIARE	X									

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

		Filliary and interstate houtes				
Route	Jurisdiction		Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT Q	λM
East 66 Ramp	From From Fairfax County	29-7100-N000B FROM RT 7100 NORTH FIARFAX 0.29 NA 1-66-E COLLECTOR ROAD FROM RT 7100FAI		NA	NA	
East 66 Ramp	Fairfax County	I-66 East 0.36		0.126	15000	F
East 66 Ramp	Fairfax County	I-66 East 0.24 2200 F US 50 W, Lee Jackson Hwy		0.100	2200	F
East 66 Ramp	Fairfax County	I-66 East Collector Rd 0.33 5600 F I-66 West Exit 60A to SR 123 South		0.074	5600	F
East 66 Ramp	Form Fairfax County	I-66 East Collector Rd 0.24 7100 F SR 123 N, Chain Bridge Rd		0.085	7100	F
East 66 Ramp	Fairfax County	I-66 East 0.04 18000 F		0.097	18000	F
East 66 Ramp	Fairfax County	I-66 East Exit 60A to SR 123 South 0.39 12000 F SR 123 South Ramp to I-66 East Collector Rd		0.119	12000	F
East 66 Ramp	Fairfax County	SR 123-S016A FROM RT 12300- SOUTH 0.08 NA I-66-E060B TO RT 12300- NORTH	<u></u>	NA	NA	
East 66 Ramp	Fairfax County	0.32 NA SR 123-N016A FROM RT 12300- NORTH	-	NA	NA	
East 66 Ramp	Fairfax County	0.11 NA I-66-E COLLECTOR ROAD FROM RT 123-CHAI	- ' -]	NA	NA	
East 66 Ramp	Fairfax County To:	I-66 East Collector Rd 0.10 13000 F I-66 East Exit 62B to SR 243 South		0.106	13000	F
East 66 Ramp	Fairfax County To:	I-66-E062B TO RT 243 SOUTH 0.06 NA COMMUTER LOT		NA	NA	
East 66 Ramp	Fairfax County	I-66-E COLLECTOR ROAD TO METRO LOT & R 0.18 NA		NA	NA	
East (66) Ramp	Fairfax County	29-99022- P FROM METRO COMMUTER LOT 0.39 NA 1-66-E062A TO RT 243 SOUTH & METRO COM		NA	NA	
East 66 Ramp	Fairfax County	0.07 8500 F SR 243-S000A FROM RT 243 SOUTH		0.099	8500	F

5/2/2016

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

		Filliary and interstate houtes	
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir AAWDT QW 2Axle 3+Axle 1Trail 2Trail Factor Factor
East 66 Ramp	Fairfax County	SR 243-S000A FROM RT 243 SOUTH 0.11 NA	NA NA
East (66) Ramp	Fairfax County	I-66-E062C TO RT 243 NORTH I-66 East Collector Rd 0.08 4500 F	0.09 4500 F
East (66) Ramp	Fairfax County	SR 243 North SR 243-N000A FROM RT 243 NORTH 0.49 NA	NA NA
East	Form From From From From From From From	66-E COLLECTOR ROAD FROM RT 243 & ME I-66 East 0.26 32000 F	0.069 32000 F
66 Ramp East	From From	I-495 South I-66 East	0.009 S2000 F
East 66 Ramp	Fairfax County	0.20 27000 F I-495 North	0.091 27000 F
East 66 Ramp	Fairfax County	I-66-E To RT 7 East 0.15 9600 F 98% 1%	0% 0% 0% C 0.111 9600 F
East 66 Ramp	Fairfax County	I-66-E066B TO RT 7 WEST 0.08 NA SR 7 FROM RT 66 EAST	NA NA
East 66 Ramp	Fairfax County	I-66-E066A TO RT 7 WEST 0.04 NA SR 7 FROM RT 66 EAST	NA NA
East 66 Ramp	Arlington County	I-66 East 0.10 3700 G 99% 0% Westmoreland St	0% 0% 0% 0% C 0.095 3700 G
East 66 Ramp	Arlington County	I-66 East 0.09 12000 G 99% 0% Fairfax Dr	0% 0% 0% C 0.083 12000 G
East 66 Ramp	Arlington County	I-66 East 0.25 15000 G 100% 0% N Fairfax Dr	0% 0% 0% C 0.081 15000 G
East 66 Ramp	Arlington County	I-66 East 0.19 7300 G US 29 Lee Highway	0.085 7300 G
East 66 Ramp	Arlington County	I-66 East 0.12 7800 G US 29 Lee Highway NB	0.072 7800 G
		US 29 LEE HISHWAY INB	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		I-81 South													-
(66) I-66 W Ramp	Frederick County (Maint: 93)	0.42	8500	G	85%	1%	1%	1%	12%	1%	F	0.094			7900	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways			G	84%	1%	1%	1%	13%	1%	F	0.073	F	0.615	16000	G
10/	To:		ren County l													
West 66 W Ramp	Warren County	0.04	8500	G	85%	1%	1%	1%	12%	1%	F	0.094			7900	G
(66) 1 00 W Hamp	Combined Traffic Estimates for 2 Parallel Roadways			G	84%	1%	1%	1%	13%	1%	F	NA			16000	G
	To:		imp to I-81		0-170	1 /0		1 70	10 /0	1 /0	•	14/1			10000	ŭ
West	From:		I-81													
66	Warren County	6.62	17000	Α	85%	1%	1%	1%	12%	1%	F	0.118			16000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	33000	Α	84%	1%	1%	1%	13%	1%	F	0.103	Α	0.561	31000	Α
M	Tox From:	US 340, U	S 522 Winc	hester F	Rd											
West 66	Warren County	6.55	16000	Α	85%	1%	1%	1%	12%	1%	С	0.124			15000	Α
(66)	Combined Traffic Estimates for 2 Parallel Roadways			A	84%	1%	1%	1%	13%	1%	C	0.106	Α	0.574	29000	Α
	Tallio Louinatoo for E f arano froadwayo	or the riodic.			0170	1,0		1 70	1070	1 70	Ŭ	0.100	,,	0.07 1	20000	,,
West	From:		SR 79													
West 66	Warren County	1.20	19000	Α	88%	1%	1%	0%	10%	0%	С	0.127			18000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways			Α	87%	1%	1%	0%	11%	0%	С	0.101	Α	0.634	36000	Α
West	To: From:		uier County ren County l													
West 66	Fauguier County	4.34	19000	A	88%	1%	1%	0%	10%	0%	С	0.127			18000	Α
(66)	Combined Traffic Estimates for 2 Parallel Roadways			A	87%	1%	1%	0%	11%	0%	C	0.101	Α	0.634	36000	Α
	Tallio Louinatoo for E f arano froadwayo				0.70	1,0		070	1170	0,0	Ŭ	0.101	,,	0.001	00000	,,
West	From:	30-688	Leeds Mar	or Rd												
66	Fauquier County	4.81	20000	Α	88%	1%	1%	0%	10%	0%	F	0.129			19000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	39000	Α	86%	1%	1%	1%	12%	1%	F	0.102	Α	0.615	38000	Α
1A/ 4	To: From:	US 17, S	R 55 Winch	ester Ro	1		\Box \vdash									
West (55)	Fauguier County	3.42	24000	Α	92%	1%	1%	1%	6%	0%	F	0.126			23000	Α
(66) (17) (55)	Combined Traffic Estimates for 2 Parallel Roadways			A	92%	1%	1%	1%	6%	0%	F	0.102	Α	0.644	45000	Α
	Tol.					. , ,		. , 0	0,0	0,0	•	002		0.0	.0000	
West	From:	Bus US 17, SR														
(66) (17)	Fauquier County	1.27	24000	Α	92%	1%	1%	1%	6%	0%	F	0.127			23000	Α
$\lor \lor$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	48000	G	92%	1%	1%	1%	6%	0%	F	0.103	Α	0.573	46000	G
West	To: From:	US 17, Bus	US 17 Win	chester	Rd											
West 66	Fauguier County	3.40	19000	Α	92%	1%	1%	1%	6%	0%	С	0.133			19000	Α
00)	Combined Traffic Estimates for 2 Parallel Roadways			Α	92%	1%	1%	1%	6%	0%	С	0.102	Α	0.508	37000	Α
	Та						— <u>`</u>		- / -							
West	From		5 Old Tave													
66	Fauquier County	7.41	20000	Α	92%	1%	1%	1%	6%	0%	F	0.132			20000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways			Α	92%	1%	1%	1%	6%	0%	F	0.103	Α	0.703	39000	Α
	To:	Ur	ban Bounda	ry												

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

		Primary an	iu iiileisia	ile Ho	ules			Tru	ı alı			I/		D: _*		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	II.	rban Bounda	rv.			ZAXIE	3+Axie	HIIdii	ZIIali		Facioi		Factor		
66	Prince William County	1.30	20000	A	92%	1%	1%	1%	6%	0%	F	0.132			20000	Α
00)	Combined Traffic Estimates for 2 Parallel Roadwa			Α	92%	1%	1%	1%	6%	0%	F	0.103	Α	0.703	39000	Α
	To	<u> </u>	CL Haymark													
West	Town of House orket (Mainte		-		000/	10/	10/	10/	C 0/	00/	_	0.100			20000	٨
66	Town of Haymarket (Maint:	,	20000	A	92%	1%	1%	1%	6% 6%	0%	F	0.132			20000	A
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Houte.		Α	92%	1%	1%	1%	6%	0%	Г	NA			39000	Α
West	To: From:		US 15													
(66)	Town of Haymarket (Maint:	76) 0.80	22000	Α	92%	1%	1%	1%	6%	0%	F	0.152			23000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	52000	Α	92%	1%	1%	1%	6%	0%	F	0.096	Α	0.626	53000	Α
\\/ t	To: From:	EC	CL Haymark	et												
West 66	Prince William County	2.00	22000	Α	92%	1%	1%	1%	6%	0%	F	0.152			23000	Α
(66)	Combined Traffic Estimates for 2 Parallel Roadwa			A	92%	1%	1%	1%	6%	0%	F	0.096	Α	0.626	53000	Α
	Too	<u> </u>	29 Gainesvi													
West 66	From:										_					
66	Prince William County	0.89	54000	Α	92%	1%	1%	1%	6%	0%	-	0.105		0.040	56000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	110000	Α	92%	1%	1%	1%	6%	0%	F	0.083	Α	0.642	113000	Α
West	To: From:		SR 234													
(66) (234)	Prince William County	2.76	60000	G	92%	1%	1%	1%	6%	0%	F	0.096			58000	G
\circ	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	123000	G	92%	1%	1%	1%	6%	0%	F	0.073	F	0.646	120000	G
	To	SR 2	234; Bus SR	234												
West 66	Prince William County	2.07	69000	F	92%	1%	1%	1%	6%	0%	F	0.091			73000	F
66	Combined Traffic Estimates for 2 Parallel Roadwa			F	92%	1%	1%	1%	6%	0%	F	0.069	F	0.651	149000	F
	To:	•	fax County I		0270	170		1 70	070	0,0	•	0.000	•	0.001	1 10000	•
West	From:		William Cour													
(66)	Fairfax County	3.13	69000	F	92%	1%	1%	1%	6%	0%	F	0.091			73000	F
\smile	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	147000	F	92%	1%	1%	1%	6%	0%	F	0.069	F	0.651	149000	F
West	To: From:	US 29	Near Centr	eville												
(66)	Fairfax County	0.83	66000	F	99%	1%	0%	0%	0%	0%	F	0.087			70000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	134000	F	97%	1%	1%	0%	1%	0%	F	0.067	F	0.643	141000	F
	To		R 28 Sully R	d												
West	Foirfey County				000/	10/	00/	00/	00/	00/	_	0.070			07000	F
66	Fairfax County	3.03	82000	F	99%	1%	0% 1%	0% 0%	0%	0% 0%	F	0.079 0.067	F	0.600	87000 171000	F
	Combined Traffic Estimates for 2 Parallel Roadwa			F	97%	1%	1%	0%	1%	U%	Г	0.067	г	0.623	171000	Г
West	To: From:	29-7100 Fa	airfax County	y Parkw	/ay											
West 66	Fairfax County	2.20	61000	F	99%	1%	0%	0%	0%	0%	F	0.076			65000	F
\smile	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	126000	F	97%	1%	1%	0%	1%	0%	F	0.061	F	0.6	133000	F
	To:		US 50													

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

	ГШП	ary arr	d Intersta	ale no	นเฮร											
Route	Jurisdiction Le	enath	AADT	QΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	O'
110010	- Canada and Canada an	,,,g.,,		Q.A.		Duo	2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Vest	From:		US 50		000/	40/		00/	20/	00/	_	0.074			00000	
66		2.01	93000	F	99%	1%	0%	0%	0%	0%	F _	0.071	_		98000	
~	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	186000	F	97%	1%	1%	0%	1%	0%	F	0.063	F	0.504	196000	ı
Vest	To: From:	SR 123	Chain Brid	lge Rd												
66)	Fairfax County 1	1.41	87000	F	99%	1%	0%	0%	0%	0%	F	0.073			92000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	180000	F	97%	1%	0%	0%	1%	0%	F	0.066	F	0.565	190000	
	Tor	SR	243 Nutley	St												
Vest	Fairfax County 1	1.34	86000	F	99%	1%	0%	0%	0%	0%	_	0.07			91000	
66	Combined Traffic Estimates for 2 Parallel Roadways on this Ro				98%	1%	1%	0%	1%	0%		0.07	F	0.517	177000	
	Combined Trainic Estimates for 2 Parallel Roadways on this Ro			F	96%	170	176	0%	170	0%	Г	0.066	Г	0.517	177000	
/est	To: From:	W	VCL Vienna	ì												_
Vest 66	Fairfax County 0	0.41	86000	F	99%	1%	0%	0%	0%	0%	F	0.07			91000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	167000	F	98%	1%	1%	0%	1%	0%	F	0.066	F	0.517	177000	
	Tre- Front	F	ECL Vienna													
Vest 66	Fairfax County 1	1.87	86000	F	99%	1%	0%	0%	0%	0%	F	0.07			91000	
66)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	-		F	98%	1%	1%	0%	1%	0%	F	0.066	F	0.517	177000	
	- Tame Estimates for 21 arailer readways on this re				30 /6	1 /0	1 /0	0 78	1 /0	0 70	•	0.000	•	0.517	177000	
/est	From:		Capital Bel													
66)		1.35	38000	F	99%	1%	0%	0%	0%	0%	F	0.076			39000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	72000	F	99%	1%	0%	0%	0%	0%	F	0.067	F	0.559	76000	
lost	To: From:	SR 7	Leesburg l	Pike												_
Vest 66	Fairfax County 0	0.42	36000	F	99%	1%	0%	0%	0%	0%	F	0.07			38000	
00)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			F	99%	1%	0%	0%	0%	0%	F	0.067	F	0.525	74000	
			Dulles Acc	acc Dd												
Vest 66	rom.										_					
66)	•		65000	G	99%	1%	0%	0%	0%	0%	F _	0.08	_		70000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		128000 gton County	G	99%	1%	0%	0%	0%	0%	F	0.069	F	0.578	137000	
Vest	From:		ax County													_
66)	Arlington County 0	0.37	65000	G	99%	1%	0%	0%	0%	0%	F	0.08			70000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	128000	G	99%	1%	0%	0%	0%	0%	F	0.069	F	0.578	137000	
	To: SR 237 V	Washing	gton Blvd; U	IS 29 L	ee Hwv											
/est	From:					10/		00/	00/	00/	_	0.070			F7000	
36	3 ,	0.81	53000	G	99%	1%	0%	0%	0%	0%	-	0.072	_	0.504	57000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	115000	G	99%	1%	0%	0%	0%	0%	F	0.065	F	0.524	122000	
/est	To: From:	S	Sycamore St													
66)	Arlington County 1	1.70	55000	G	99%	1%	0%	0%	0%	0%	F	0.072			58000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	112000	G	99%	1%	0%	0%	0%	0%	F	0.064	F	0.527	119000	
	Tα		37 Fairfax I	Drive												

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

		·						Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	From:		37 Fairfax I	Drive												
West 66	Arlington Co	•	41000	G	99%	1%	0%	0%	0%	0%	F	0.073			43000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.545	92000	G
West		SR	120 Glebe	Rd												
West 66	Arlington Co	unty 1.02	47000	Α	99%	1%	0%	0%	0%	0%	С	0.074			49000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	99000	Α	99%	1%	0%	0%	0%	0%	С	0.07	Α	0.526	104000	Α
	To	US 29 I	ee Hwy Cho	errydale												
West 66	Arlington Co		42000	G	99%	1%	0%	0%	0%	0%	F	0.072			44000	G
(00)	Combined Traffic Estimates for 2 Parallel			G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.545	93000	G
	To		29 Near 20th													
West	Prom:				000/	10/	00/	00/	00/	00/		0.074			26000	
66	Arlington Co	•	34000	G	99%	1%	0%	0%	0%	0%	F	0.074	_	0.505	36000	G
	Combined Traffic Estimates for 2 Parallel			G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.565	77000	G
West	To: From:	Ly	nn St Rossly	yn												
(66)	Arlington Co	•	44000	G	99%	1%	0%	0%	0%	0%	F	0.077			47000	G
\smile	Combined Traffic Estimates for 2 Parallel			G	99%	1%	0%	0%	0%	0%	F	0.075	F	0.527	104000	G
	10:	DC Line, Poton		.oosevelt	t Bridge											
West 66 Ramp I-66 W Exit 1 to 8	81 N Exit 300 Frederick Co	unty 0.51	I-81 N 7000	G	84%	1%	1%	1%	13%	1%	F	0.083			6400	G
66 Hamp 1-00 W Exit 1 to 6	To:	ounty 0.51	I-66 W	G	04 /6	1 /0	1 /8	1 /0	10 /6	1 /0	'	0.003			0400	u
West	From:	I-66-W TO RT 52		OUTH &	& NORTH		i									
(66) Ramp	Warren Cou		4600	G								0.113			4600	G
	To:	I-66-W TO RT 522	2; 34000- S0	OUTH &	& NORTH	[
West	From:	I-66-W TO RT			ORTH											
66 Ramp	Warren Cou		5000	G								0.143			5000	G
	10:	FR-87/0	SR 79 SR 79	9- B TO)											
West (66) Ramp	Fauquier Co	unty 0.11	I-66 West	Α								0.249			1100	Α
66) Hamp	To:		B Leeds Mar									0.243			1100	^
West	From:		I-66 West													
(66) (17) Ramp	Fauquier Co	unty 0.25	4200	G								0.106			4200	G
	To:		7 Wincheste	er Rd												
West	From:		I-66 West													
66 Ramp	Fauquier Co		1500	G								0.122			1500	G
	To:	SR 5	55 Free State	e Rd												
West	From	0.05	I-66 West									0.111			0000	
66 Ramp	Fauquier Co		1800 7 Wincheste	A Dd								0.144			2000	Α
		USI	/ wincheste	er Ku												

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

Route	Jurisdiction	ı L	ength AADT		4Tire Bu		Tru le 3+Axle			QC	K Factor	∩ĸ	Dir actor	AAWDT	QW
West 66 Ramp	Form: Fauquier Cou To:	inty	I-66 We 0.15 1100 SR 245 Old Ta	Α							0.246			1100	Α
West 66 Ramp	From: Town of Haymarket (,	I-66 We 0.15 14000 US 15 James Ma	G	,						0.101			14000	G
West 66 Ramp	Front Prince William C τα	County	I-66 We 0.02 19000 US 29 Lee	G							0.080			19000	G
West 29 Ramp	Prince William C	County	0.26 19000) N							0.080			19000	N
West 66 Ramp	From Prince William C		17B TO RT 66 W 0.26 1900 0 IS 66; SR	N	Ø & IU K						0.080			19000	N
West 66 Ramp	Prince William C	County	I-66 We 0.22 11000 US 29 Lee Hi	G							0.126			11000	G
West 66 Ramp	Prince William C	County	I-66 We 0.42 14000 SR 234	G							0.101			14000	G
West 66 Ramp	Front Prince William C ™	County	I-66 We 0.19 23000 SR 234 Sudl	G							0.086			23000	G
West 66 Ramp	Prince William C	County	I-66 We 0.20 2700 SR 234 Sudl	G							0.088			2700	G
West 66 Manassas Welcome Center	Prince William C	County	-66 West to Welc 0.04 NA er Welcome Cent								NA			NA	
West 66 Manassas Welcome Center	From: Prince William C	County	it Welcome Center 0.03 830 66 West from We	Α	84% 19	% 1%	2%	11%	0%	С	0.119			800	Α
West 66 Ramp	^{From} Fairfax Cour ™	nty	I-66 We 0.31 6800 US 29 Lee Hi	F	96% 19	% 1%	o 2%	1%	0%	С	0.137			6800	F
West 66 Ramp	Form Fairfax Cour		I-66 We 0.11 20000 Imp Split to SR 28	F	Braddock Rd						0.097			20000	F
West 666 Ramp	Fairfax Cour	I-66-1	0.10 3400 FROM RT 66	DDOCK R G		% 0%	0%	0%	0%	С	0.102			3400	G

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

_						Truck			_	(. Dir		
Route	Jurisdiction	Length AADT QA	4Tire E	3us 2	2Axle 3	+Axle 1	rail 2Tr	ail C	C Fac	ctor Q	K Factor	AAWDT	QW
West	From:	I-66 West										45000	_
66 Ramp	Fairfax County	0.24 15000 F SR 28 S, Sully Rd	98%	1%	1%	0%	% 0%	•	C 0.0	90		15000	F
	From:												
West (66) Ramp	Fairfax County	I-66-W053A TO BRADDOCK RO 0.05 17000 G		1%	1%	1% 2	% 0%		C 0.1	11		17000	G
(99) Leamb	Tarrax County	SR 28; 29-620	33 /6	1 /0		1/0 2	70 O 7	,	0.1			17000	ч
West	From:	I-66 West Collector Rd											
(66) Ramp	Fairfax County		95%	1%	1%	0% 3	% 0%		C 0.1	02		2800	F
1	To:	SR 286 S, Fairfax County Pkwy											
West	From:	I-66 West Collector Rd											
66 Ramp	Fairfax County		97%	1%	1%	0% (% 0%	5	0.0	93		5300	F
	Tα	SR 286 N, Fairfax County Pkwy	7										
West	From:	I-66 West											
(66) Ramp	Fairfax County	0.28 8100 F							0.0	83		8100	F
West	To: From:	I-66 West Exit 55B to SR 286 N, Fairfax C	County Pkw										
(66) Ramp	Fairfax County	0.19 2800 F							0.1	03		2800	F
(00)	To- From-		DI										-
West			PKWY							_			
66 Ramp	Fairfax County	0.16 NA							N	A		NA	
West	To- From:	I-66 West Exit 55A to SR 286 S, Fairfax C	County Pkw										
(66) Ramp	Fairfax County	0.14 NA							N	Α		NA	
\smile	To: From:	Ramp from SR 286 S, Fairfax County	Pkwv										
West			I Kwy							^		NIA	
66 Ramp	Fairfax County ™	0.25 NA I-66 West			i				IN	A		NA	
West	From:	I-66 West			1								
West (66) Ramp	Fairfax County	0.14 4500 F							0.0	86		4500	F
(99) ramp	To:	US 50 E, Lee Jackson Hwy							0.0	.00		4000	•
West	From:	I-66 West											
(66) Ramp	Fairfax County	0.86 31000 F							0.0	75		31000	F
	To:	US 50 W, Lee Jackson Hwy											
West	From:	I-66-W TO RT 12300- NORTH & SO	DUTH										
(66) Ramp	Fairfax County	0.24 NA							N	Α		NA	
	To:	I-66-W060B TO RT 12300- NOR	ГН										
West (66) Ramp	Fairfax County	I-66 West 0.49 8900 F							0.0	85		8900	F
(00) Tallip	To To	I-66 East Exit 60A Ramp to SR 123	South						0.0			0000	'
West	From:	I-66-W060A TO RT 12300- NOR			<u> </u>								
(66) Ramp	Fairfax County	0.18 NA	111						N	Α		NA	
	To:	SR 123 FROM RT 66 WEST											
·	·												

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck	AAWDT QW
West (66) Ramp	From:	I-66 West Collector Rd 0.13 3400 F	0.111	3400 F
	То:	Country Creek Rd		
West	From:	I-66-W062X TO RT 243 SOUTH	0.110	FC00 F
66 Ramp	Fairfax County ™	0.13 5600 F SR 243 FROM RT 66 WEST	0.113	5600 F
West	From:	I-66-W062X TO RT 243 NORTH		
Ramp	Fairfax County	0.22 5800 F	0.103	5800 F
	To:	SR 243; 29-9784 FROM RT 66 WEST		
West	From:	I-66 West 0.54 15000 F	0.008	15000 F
66 Ramp	Fairfax County		0.098	15000 F
West	T TOTAL	I-66-W062C TO RT 243 NORTH		
66 Ramp	Fairfax County	0.12 9600 F	0.099	9600 F
West	T _G .	SR 243-N000B FROM RT 243 NORTH		
66 Ramp	Fairfax County	0.10 NA	NA	NA
West	To- From:	I-66-W062B TO RT 243 SOUTH		
Ramp		0.08 NA	NA	NA
West	To From:	SR 243-S000B FROM RT 243 SOUTH & METRO C		
66 Ramp	Fairfax County	0.42 21000 F	0.077	21000 F
West	To: From:	I-66-W062A TO METRO COMMUTER LOT		
Ramp	Fairfax County	0.07 17000 F	0.083	17000 F
	To:	I-66 West		
West	From:	I-66-W TO RT 495 SOUTH	0.000	0000 5
Ramp	Fairfax County	0.43 9200 F I-495-S I-495-S009A FROM & TO RT	0.082	9200 F
West	From:	I-66-W TO RT 7 EAST		
Ramp	Fairfax County	0.13 1200 F	0.110	1200 F
$\overline{}$	Tα	SR 7 FROM RT 66 WEST		
West	From:	I-66 West		2000 5
66 Ramp	Fairfax County	0.23 6900 F SR 7 Leesburg Pike	0.089	6900 F
West	From:	I-66 West		
(66) Ramp	Arlington County	0.08 5500 G	0.099	5500 G
$\overline{}$	To	Ramp Split		
West	From:	I-66 West		0000 5
66 Ramp	Arlington County	0.12 6900 G SR 120 Glebe Rd	0.097	6900 G
	I	SK 120 CIEUE KU		

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
Vest 66 Ramp	Arlington Co	unty 0.14	I-66 West	G								0.105			11000	G
Ramp	Annigion Co		S 29, N Lyni									0.105			11000	G
'est	From:	3US 50-P JB-VA-I			T 66 WES	Т										
Ramp	Arlington Co		NA	1101/11	1 00 1110	-						NA			NA	
	To:	GEORGE WASHINGTO	N MEM PK	WY FR	OM RT 66	WEST										
_	From:		80 Honnake	r Rd												
67) Swords Creek Rd	Russell Cou	inty 3.55	3600	G	91%	1%	0%	3%	5%	0%	F	0.087		0.581	3800	G
<u> </u>	To: From:	83-63	3 Clarks Val	lley Rd												
67) Swords Creek Rd	Russell Cou	inty 2.85	3300	G	91%	1%	0%	3%	5%	0%	F	0.089		0.529	3500	G
<u>~</u>	To: From:	83-61	7 Pumpkin	Center												
67) Swords Creek Rd	Russell Cou		3200	G	91%	1%	0%	3%	5%	0%	С	0.081		0.562	3400	C
<u> </u>	To:		ewell County													
67) Raven Rd	Tazewell Co		sell County 4900	G	91%	1%	0%	3%	5%	0%	F	0.088		0.547	5300	G
67)	To To				0.70	. , ,		0,0	0,0	0,0	•	0.000		0.0.7	0000	
67	From: Town of Richl		VCL Richlar 4900	nd N	91%	1%	0%	3%	5%	0%	N	0.088		0.547	5300	١
67)	To:		US 460 Fro		0170	1 /0		070	0 / 0	070	.,	0.000		0.047	0000	
¬ ~~~	From:		JS 460 Rave													
67 <i>)</i> (460)	Town of Richlands		13000	G	96%	0%	1%	1%	2%	0%	F	0.083		0.503	15000	(
Bus	To:		CL Richland 460; BUS US													
67) (460) Front St	Town of Richl		13000	G	98%	0%	0%	1%	1%	0%	С	0.082		0.518	14000	G
	To:	RIIS	US 460 P, 2	2nd St												
Bus	From:		•		000/	00/		40/	40/	00/	_	0.000		0.500	0700	_
67 (460) Front St	Town of Richl		6300	G	98%	0%	0%	1%	1%	0%	-	0.082	_	0.539	6700	9
	Combined Traffic Estimates for 2 Parallel			G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.786	14000	G
Bus Bus	To: From:	SR 6	7 P Railroad	d Ave												
67) (460) (460) Front St	Town of Richl	lands 0.04	5600	G	99%	0%	1%	0%	0%	0%	F	0.089			6000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9600	N	98%	0%	1%	1%	0%	0%	Ν	NA			10000	Ν
	To: From:	BUS	S US 460 Fro	ont St												
67) Norfolk St	Town of Richl	ands 0.04	1100	G	96%	0%	1%	3%	1%	0%	F	0.095		0.696	1200	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1900	G	95%	0%	1%	3%	1%	0%	F	0.103	F	0.842	2000	G
Dura	To:		2nd St													
Bus 67) (460)2nd St	Town of Richl	lands 0.05	Norfolk St 4000	N	96%	0%	1%	3%	1%	0%	N	0.095		0.664	4200	Ν
07/400/2113/31	Combined Traffic Estimates for 2 Parallel			N	98%	0%	1%	1%	0%	0%	N	NA		5.50∓	10000	N
	To:	SR 67 Par, B						. /0	0 /0	0 /0	. •	, .			. 3000	.,
	From:		Bus US 460													
67) Railroad St	Town of Richl	ands 0.41	4000	G	96%	0%	1%	3%	1%	0%	F	0.095		0.664	4200	G

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		US 460													
67) Railroad St	Town of Richlands	0.92	2200	G	95%	0%	1%	3%	1%	0%	С	0.091		0.519	2400	G
$\overline{}$	To: From:		CL Richlar													
67) Jewell Ridge Rd	Tazewell County	6.62	1600	G	96%	0%	1%	3%	1%	0%	С	0.091		0.624	1700	G
	111.		16 Whites													
67 Railroad St	Town of Richlands	0.05	US 460 Fro 800	ont St G	95%	0%	1%	3%	1%	0%	F	0.115			850	G
(G)	Combined Traffic Estimates for 2 Parallel Roadway		1900	G	95%	0%	1%	3%	1%	0%	F	0.113	F	0.842	2000	(
	To		67 Second		00 /0	0 70		0 70	1 /0	0 70	•	0.100	•	0.042	2000	`
	From:		ounty Line;													
68 Exeter Rd	Wise County	6.13	1100	F	90%	1%	1%	1%	7%	0%	С	0.088		0.598	1200	F
	То:	Bus US	23 S of Ap	palachia												
	From:	98-6	36 Store H													
69) Lead Mine Rd	Wythe County	1.78	870	F	93%	1%	2%	0%	3%	0%	F	0.101		0.552	920	F
<u>~</u>	To: From:	Carr	oll County	Line												
69) Lead Mine Rd	Wythe County	0.25	870	N	93%	1%	2%	0%	3%	0%	Ν	0.101		0.552	920	1
<u> </u>	To: From:	Carr	oll County	Line												
69) Lead Mine Rd	Wythe County	1.26	1000	F	93%	1%	2%	0%	3%	0%	С	0.111		0.536	1100	ı
<u>~</u>	To: From:	I-77 W	est of Popla	ar Camp												
69 Lead Mine Rd	Wythe County	0.30	1900	F	95%	0%	1%	3%	1%	0%	С	0.09		0.537	2000	F
<u> </u>	To:	US :	52 Poplar C	Camp												
Dame.	From:		O AND FI									0.000			000	,
69 Ramp	Wythe County	0.28	930 S FROM F	G			_					0.086			930	(
	From:		O AND FI													
69 Ramp	Wythe County	0.16	680	G G								0.098			680	(
69) Hamp	τα		N FROM I									0.000			000	Ì
	From:	Tenn	essee State	Line												
70	Lee County	3.35	260	G	93%	2%	1%	4%	0%	0%	F	0.137		0.819	270	(
\smile	To:	52-60	4 Blackwa	ter Rd												
70 Trail of the Lonesome Pir	ne Lee County	3.69	300	G	93%	2%	1%	4%	0%	0%	С	0.091		0.563	310	(
	To To	52-6	12 Glasses	Store												
70 Trail of the Lonesome Pir	ne Lee County	4.80	750	G	93%	2%	1%	4%	0%	0%	F	0.109		0.506	790	(
	To	- Ci	CL Jonesvi	lle												
70)	Town of Jonesville (Maint: 52		750	N N	93%	2%	1%	4%	0%	0%	N	0.109		0.506	790	١
· <u>"</u>	Τα	,	US 58													
	From		Bus 23 Bus	3									-			
71 E Jackson St	Town of Gate City (Maint: 84		3500	F	97%	0%	1%	0%	1%	0%	F	0.118		0.509	3800	F
\smile	Tor	84	-904 Jones	St												

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

			miersiale no				Tru	ıck			K	Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	84-90	04 Jones St			27100	OTTIAL	TTTUI	ZIII		1 40101	1 40101		
71 E Jackson St	Town of Gate City (Maint: 84)		8300 F	97%	0%	1%	0%	1%	0%	F	0.091	0.599	9000	F
	To	For												
71 Nicklesville Hwy	Scott County		2900 F	97%	0%	1%	0%	1%	0%	С	0.088	0.612	4300	F
71 Nicklesville Hwy	To:		attlers Haven Dr		0 /6	1/8	0 /6	1 /0	0 /6	O	0.000	0.012	4300	•
	From:		attlers Haven Dr											
71 Nicklesville Hwy	Scott County	3.02	3700 F	97%	0%	1%	1%	1%	0%	F	0.089	0.6	3900	F
<u> </u>	To: From:	84-67	1 Snowflake											
71 Nicklesville Hwy	Scott County	6.43	2500 F	97%	0%	1%	1%	1%	0%	С	0.099	0.652	2700	F
\bigcirc	To	WCL	Nickelsville											
71)	Town of Nickelsville (Maint: 84)		2500 N	97%	0%	1%	1%	1%	0%	Ν	0.099	0.652	2700	Ν
	To													
71 Nicklesville Rd	Town of Nickelsville (Maint: 84)		W, Bethel Rd 2900 F	97%	0%	1%	1%	1%	0%	F	0.087	0.574	3100	F
71 Nicklesville Rd	10WIT OF INICKEISVIIIE (Maint. 04)			31 /6	0 /0	1 /0	1 /0	1 /0	0 /6	'	0.007	0.574	3100	•
	From:		Nickelsville											
(71)	Scott County		2900 N	97%	0%	1%	1%	1%	0%	N	0.087	0.574	3100	N
<u> </u>	From:		l County Line County Line											
71	Russell County		1300 G	96%	0%	1%	1%	2%	0%	F	0.097	0.541	1400	G
71	- Tudoon ocumy			0070	0 70		1 70	_,0	070	•	0.007	0.011	1 100	•
	From		Ridgeway Rd	96%	0%	1%	10/	2%	0%	С	0.000	0.667	1000	G
71	Russell County	2.59	1700 G	96%	0%	1%	1%	2%	0%	C	0.099	0.667	1800	G
ALT	To: From:	US 58 A	ALT Parsonage											
71) 58 Trail of the Lonesome Pine	Russell County	1.46	8800 G	93%	0%	1%	1%	4%	0%	F	0.064	0.657	9500	G
\bigcirc	To	US 58 ALT D	DICKENSONVII	LE										
71)	Russell County		3000 G	96%	0%	1%	2%	1%	0%	F	0.091	0.578	3200	G
	To	Wa												
71 Fincastle Rd	Town of Lebanon		L Lebanon G	96%	0%	1%	2%	1%	0%	С	0.103	0.502	4800	G
71 Fincastle Rd	To:		Bus Main Street	30 /6	0 70		270	1 /0	0 70	O	0.100	0.502	4000	ч
	From:													
72) Veterans Memorial Hwy	Scott County		3200 F	97%	0%	1%	1%	1%	0%	С	0.097	0.676	3500	F
72 Veterans Memorial Hwy	Scott County	1.25	3200 F	31 /0	0 /0	1 /0	1 /0	1 /0	0 /6	C	0.037	0.070	3300	'
	To: From:		Golf Course Rd											
72 Veterans Memorial Hwy	Scott County		1900 F	98%	0%	1%	0%	1%	0%	С	0.088	0.588	2000	F
<u> </u>	From:		linch River Hwy BLACKMORE											
(72) (65)	Scott County		1200 F	97%	0%	1%	1%	1%	0%	С	0.096	0.531	1300	F
(12) (63)	- F			01 /0	0 70		1 /0	1 /0	0 /0	J	5.000	0.001	1000	•
	To:		Dungannon	070/	00/		40/	40/	00/		0.000	0.501	4000	
72 (65)	Town of Dungannon (Maint: 84)	0.32	1200 N	97%	0%	1%	1%	1%	0%	N	0.096	0.531	1300	N
~ ~	To: From:		84-1009											
(72) (65) Veterans Memorial Hwy	Town of Dungannon (Maint: 84)	0.28	1700 F	97%	0%	1%	1%	1%	0%	F	0.095	0.538	1800	F
\smile	To:	SR 65 D	UNGANNON											

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

5 .	1			4			Tru	ck		00	K	Dir Dir	A A \ A \ C =	01:
Route	Jurisdiction	Length AA	NDT QA	41ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
		SR 65 Sinking Creek Hwy												
72) Hanging Rock Pkwy	Town of Dungannon (Maint: 8	0.29 9 0	00 F	98%	0%	1%	0%	1%	0%	С	0.094	0.575	940	F
$\overline{}$	To: From:		ingannon											
72)	Scott County	5.16 9 0	00 N	98%	0%	1%	0%	1%	0%	N	0.094	0.575	940	N
	To: From:		atwoods Rd			 								
72 Hanging Rock Pkwy	Scott County		20 F	98%	0%	1%	0%	1%	0%	F	0.094	0.676	860	F
	From:		ounty Line ounty Line											
72 Dungannon Rd	Wise County		000 F	98%	0%	1%	0%	1%	0%	F	0.093	0.578	2100	F
	To	SCLC	Coeburn											
72	Town of Coeburn (Maint: 97		000 N	98%	0%	1%	0%	1%	0%	Ν	0.093	0.578	2100	Ν
<u>(-5)</u>	To	A1t I	JS 58											
72 Dungannon Rd	Town of Coeburn (Maint: 97		00 F	74%	1%	2%	3%	21%	0%	F	0.104	0.629	2200	F
72) 3	To:	SR 158	Front St											
	From:		158											
72 (158) Front St	Town of Coeburn (Maint: 97) 0.65 44	100 F	98%	1%	0%	0%	1%	0%	F	0.094	0.537	4600	F
	To: From:	SR 158 SR	158 BUS P											
(72) Laurel Ave	Town of Coeburn (Maint: 97) 1.36 34	100 F	74%	1%	2%	3%	21%	0%	F	0.088	0.614	3600	F
<u> </u>	To: From:	NCL C	Coeburn											
72	Wise County	0.29 34	100 N	74%	1%	2%	3%	21%	0%	Ν	0.088	0.614	3600	Ν
	To From:	97-652 Ton	ns Creek Rd			<u> </u>								
72 Cranes Nest Rd	Wise County	1.74 16	600 F	74%	1%	2%	3%	21%	0%	F	0.092	0.511	1600	F
$\overline{}$	To	97-649 Cran	ney Ridge Rd											
72 Cranes Nest Rd	Wise County		20 F	74%	1%	2%	3%	21%	0%	С	0.105	0.574	870	F
\smile	To:		unty Line											
Cooksum Dd	Pielseneer County		County Line	0.40/	00/		10/	40/	00/	F	0.100	0.0	1000	_
72 Coeburn Rd	Dickenson County	2.55 15	665 F	94%	0%	2%	1%	4%	0%	Г	0.109	0.6	1600	F
	From:		ck Fork Rd											
72 Coburn Rd	Dickenson County	5.13 15	600 F	94%	0%	2%	1%	4%	0%	С	0.095	0.649	1600	F
\smile	Tα	SR 83 Ge	orges Fork											
	From:	US 1 Brook	Rd, 43-7518											
73) Parham Rd	Henrico County	0.78 38 0	000 G	98%	0%	1%	0%	0%	0%	F	0.097	0.554	40000	G
\smile	Τα	I-95, 4	3-7518											
East	From:	SR 73 Pa	arham Rd											
(₇₃) Ramp	Henrico County		00 G								0.108		6100	G
\sim	To:	I-95	South											
East	From:		arham Rd											
(73) Ramp	Henrico County		000 G								0.111		4000	G
\smile	Tα	I-95	North											

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	$\cap k$	Dir actor	AAWDT	QW
West	From:	SR 73 Parham Rd									· ·			
₇₃) Ramp	Henrico County	0.09 1500 G								0.186			1500	G
\smile	To:	I-95 South												
/est	From:	SR 73 Parham Rd												
73) Ramp	Henrico County	0.28 1400 A								0.174			1700	Α
\mathcal{L}	To:	I-95 North												
	From:	Park Ave												
74) Coeburn Ave	City of Norton	0.45 2300 F	99%	0%	1%	0%	0%	0%	С	0.101	0	.512	2500	F
	To:	Kentucky Ave												
	From:	Coeburn Rd												
₇₄) Kentucky Ave	City of Norton	1.32 1000 F	97%	0%	1%	2%	1%	0%	F	0.098	0	.591	1100	F
<u> </u>	To	12th St			_									
74 Kentucky Ave	City of Norton	0.39 1200 F	97%	0%	1%	2%	1%	0%	С	0.091	0	.525	1300	F
	To													
74 Kentucky Ave	Wise County	ECL Norton 0.26 1800 G	96%	1%	1%	0%	2%	0%	С	0.091	0	.525	1900	G
74 Kentucky Ave	To:	Alt US 58	30 /6	1 /0	1 /0	0 /6	2/0	0 /6	U	0.031	U	.525	1900	
	-													
	From:	Tennessee State Line	000/	00/		00/	40/	00/	_	0.400		 0	1000	_
75) Green Spring Rd	Washington County	4.29 1700 G	98%	0%	0%	0%	1%	0%	F	0.103	Ü	.570	1800	C
	To: From:	95-670 Green Springs Church	Rd											
₇₅) Green Spring Rd	Washington County	4.46 4000 G	98%	0%	0%	0%	1%	0%	С	0.100	0	.651	4200	C
\mathcal{L}	To:	SCL Abingdon												
	From:	SCL Abingdon Country Clu												
75) Green Spring Rd	Town of Abingdon	0.98 8200 G	97%	0%	0%	1%	1%	0%	С	0.09	0	.616	8700	G
ALT.	To:	I-81 Commerce Dr												
ALT	Town of Abingdon	0.78 17000 G	000/	0%	10/	00/	10/	00/	С	0.085	0	E20	10000	-
75 (58) Cummings St	Town of Abiligaon	US 11 Lee Hwy	98%	0%	1%	0%	1%	0%	C	0.065	U	.529	18000	C
		-												
	From:	SR 75			<u></u>				_					_
75) Ramp to I-81 N at Exit 17	Washington County	0.14 3400 G	79%	1%	1%	1%	18%	1%	F	0.081			3500	C
~	10.	I-81 N												
	From:	SR 75												
75) Ramp to I-81 S at Exit 17	Washington County	0.08 3400 G	81%	1%	1%	1%	15%	1%	F	0.103			3500	C
<u>~</u>	To:	I-81 S												
	From:	20-652 Old Hundred Rd												
76) Powhite Pkwy	Chesterfield County	1.29 23000 F	98%	0%	0%	0%	1%	0%	F	0.118	0	.732	26000	F
\mathcal{L}	To:	SR 288												
76) Powhite Pkwy	Chesterfield County	2.00 32000 F	98%	0%	0%	0%	1%	0%	F	0.115	0	.712	37000	F
70)	encotomola ecunty		0070	0 / 0		0 / 0	1 /3	0,0	•	0.1.0	O		2,000	•
	From:	20-653 Courthouse Rd	0001	00/		00/	40/	00/		0.445			10005	_
76) Powhite Pkwy	Chesterfield County	3.07 37000 F	98%	0%	0%	0%	1%	0%	F	0.116	0	.757	42000	F
<u>~</u>	To: From:	US 60 Midlothian Trnpk												
76) Powhite Pkwy	Chesterfield County	2.42 49000 A	98%	0%	0%	0%	1%	0%	С	0.128	0	.685	55000	Α
	To:	20-686 Jahnke Rd												

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

		·					Tru	ıck			K		Dir		—
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
	From:	20-686	5 Jahnke Rd												
76) Powhite Pkwy	Chesterfield County	0.82 52	2000 F	98%	0%	0%	0%	1%	0%	F	0.115		0.672	59000	- 1
<u> </u>	Tα	SR 150 Chippenhan													
76 Powhite Pkwy	City of Richmond (Maint: 20	SR 150 Chippenham Pky 1.23 84	wy; Chesterfield 4000 F	County Li 98%	ine 0%	0%	0%	1%	0%	F	0.106		0.682	95000	
76 Pownite Pkwy	City of Alcrimona (Maint. 20	1) 1.23 64	4000 F	90%	076	U 76	076	1 70	0%	Г	0.106		0.002	93000	
	To From		Hill Avenue	000/	00/		00/	40/	00/		0.407		0.000	100000	
Powhite Pkwy	City of Richmond (Maint: 20	0) 0.61 9 4	4000 F	98%	0%	0%	0%	1%	0%	F	0.107		0.698	106000	
	To: From:		Pkwy Bridge												_
76) Powhite Pkwy	City of Richmond (Maint: 43	3) 0.66 9 4	4000 F	98%	0%	0%	0%	1%	0%	F	0.107		0.698	106000	
<u>~</u>	To: From:	S	SR 146												
76) Powhite Pkwy	City of Richmond (Maint: 43	3) 0.94 6	7000 G	98%	0%	0%	0%	1%	0%	F	0.108		0.676	75000	
<i></i>	To:	I	I-195												
ast		SR-00076-E013A(R)/SPI		ROM RT	`76										
₇₆) Ramp	City of Richmond (Maint: 20	,	NA								NA			NA	
<u> </u>	Tα	IS-00195-N012	A(B)/FROM RT	195								—			
orth	From:		olina State Line												
77)	Carroll County		8000 A	72%	1%	1%	1%	24%	2%	F	0.135			16000	
	Combined Traffic Estimates for 2 Parallel Roadway	•		73%	1%	1%	1%	23%	2%	F	0.127	Α	0.538	32000	
wth	To: From:		ld Pipers Gap Ro	l											
orth	Carroll County		8000 A	70%	1%	1%	1%	25%	2%	С	0.138			16000	
	Combined Traffic Estimates for 2 Parallel Roadway			71%	1%	1%	1%	25%	2%	C	0.129	Α	0.532	32000	
	To						.,.		_,-				*****		
orth	From		ances Creek Rd												
77)	Carroll County		0000 G	72%	1%	1%	1%	24%	2%	F	0.075			18000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route: 4	1000 G	73%	1%	1%	1%	23%	2%	F	0.076	F	0.538	36000	
orth	To: From:	Ţ	US 58												
orth 77	Carroll County	4.18 2 0	0000 A	72%	1%	1%	1%	24%	2%	С	0.132			18000	
	Combined Traffic Estimates for 2 Parallel Roadway			73%	1%	1%	1%	23%	2%	C	0.125	Α	0.58	35000	
	T.						.,.		_,-						
orth	From:	17-620 N, Co	oulson Church R												
77)	Carroll County	5.03 2 3	3000 G	72%	1%	1%	1%	24%	2%	F	0.074			21000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route: 4	4000 G	73%	1%	1%	1%	23%	2%	F	0.074	F	0.531	39000	
	To: From:	SR 69 L	ead Mine Rd												
orth (77)	Carroll County	0.23 2 0	0000 A	72%	1%	1%	1%	24%	2%	F	0.125			18000	
9	Combined Traffic Estimates for 2 Parallel Roadway		0000 A	73%	1%	1%	1%	23%	2%	F	0.123	Α	0.558	36000	
	To:		County Line	10/6	1 /0	1 /0	1 /0	20 /0	2 /0	'	0.121	^	0.000	30000	
orth	From:		County Line												
77)	Wythe County	7.85 2 0	0000 A	72%	1%	1%	1%	24%	2%	F	0.125			18000	
\smile	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route: 4	0000 A	73%	1%	1%	1%	23%	2%	F	0.121	Α	0.558	36000	
	Τα		ort Chiswell												

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

			na intersta					Tru	ıok			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q
Vorth	From:		I-77 North				ZAXIE	3+AXIE	TITAL	ZIIali		i actor		1 actor		
Ramp From I-77 N Exit	: 32 to I-81 S at Exit 81 Wythe Cou	nty 1.32	12000	F	72%	1%	1%	1%	24%	2%	F	0.125			11000	ı
'')	Combined Traffic Estimates for 2 Parallel	•		G	73%	1%	1%	1%	23%	2%	F	0.121	Α	0.558	21000	(
	To:		I-81 South			.,.	Ť									
orth South	From:	·	1 Fort Chisw													
77) (81) (11)	Wythe Cou	,	25000	Α	75%	1%	1%	1%	21%	2%	F	0.113			24000	
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	74%	1%	1%	1%	22%	2%	F	0.112	Α	0.51	49000	
orth South	To: From:	U	JS 52; SR 12	1												
77) (81) (11) (52)	Wythe Cou	nty 2.31	25000	Α	75%	1%	1%	1%	21%	2%	F	0.121			24000	
	Combined Traffic Estimates for 2 Parallel	,		Α	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.528	48000	
	To											-				
rth South	From:		FR-43													
77) (81) (11) (52)	Wythe Cou	•	25000	G	75%	1%	1%	1%	21%	2%	С	0.121			24000	
<i>y</i>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	G	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.601	48000	
orth Courth	To: From:	N	CL Wythevil	lle												
$ \begin{array}{c} \text{orth} \text{South} \\ \hline 77) \boxed{81} \boxed{11} \boxed{52} \end{array} $	Town of Wytheville	(Maint: 98) 0.93	25000	G	75%	1%	1%	1%	21%	2%	С	0.121			24000	
	Combined Traffic Estimates for 2 Parallel	'		G	74%	1%	1%	1%	22%	2%	C	0.115	Α	0.601	48000	
					, 0	. , ,		. , 0	/0	_,,	Ū	011.0		0.00	.0000	
orth South	From:		US 11													
77) (81) (52)	Town of Wytheville	'	24000	Α	75%	1%	1%	1%	21%	2%	F	0.125			22000	
	Combined Traffic Estimates for 2 Parallel			G	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.549	44000	
. wth	To: From:	I-	81 Wythevil I-81 South	le												
orth 77) Ramp I-81 S Exit 72 to	I-77 N at Exit 40 Town of Wytheville	(Maint: 98) 0.28	11000	F	77%	1%	1%	1%	19%	1%	F	0.082			9900	
)	Combined Traffic Estimates for 2 Parallel	,		G	77%	1%	1%	1%	19%	1%	F	0.070	F	0.554	19000	
	To:	Trodumayo on timo riodio.	I-77 North		7770	170		1,0	1070	1 70	•	0.070	•	0.001	10000	
orth	From:		81 Wythevil	le												
77)	Town of Wytheville	,	14000	Α	77%	1%	1%	1%	19%	1%	F	0.150			12000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	Α	77%	1%	1%	1%	19%	1%	F	0.138	Α	0.518	25000	
- 41-	To: From:	Pe	ppers Ferry	Rd			\Box									
orth	Town of Wytheville	(Maint: 98) 0.23	14000	Α	77%	1%	1%	1%	19%	1%	F	0.138			13000	
	Combined Traffic Estimates for 2 Parallel	,		A	77%	1%	1%	1%	19%	1%	F	0.13	Α	0.628	26000	
	Combined Traine Estimates for 2 Taraner				1170	1 /0		170	1070	1 /0	•	0.10	,,	0.020	20000	
orth	To: From:	N	CL Wythevil	lle												
77)	Wythe Cou	,	14000	Α	77%	1%	1%	1%	19%	1%	F	0.138			13000	
	Combined Traffic Estimates for 2 Parallel			Α	77%	1%	1%	1%	19%	1%	F	0.13	Α	0.628	26000	
	To:		nd County L													
orth	Bland Cou		the County I 14000	_ine	77%	1%	1%	1%	19%	1%	F	0.138			13000	
11)	Combined Traffic Estimates for 2 Parallel	•		A	77%	1%	1%	1%	19%	1%	, E	0.136	Α	0.628	26000	
	Complited Hallic Estillates for 2 Parallel	Hoadways off this noute.	43000	A	1170	1 70	170	1 70	1370	1 70	Г	0.13	\sim	0.0∠0	20000	

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

		Primary an						T.,,	ol.					Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
NI	From:	10.717	Little Cree	I. II			2AXIE	3+Axle	1 I raii	21raii		Factor		Factor		
North (77)	Bland Count		15000	F F	77%	1%	1%	1%	19%	1%	F	0.077			13000	F
	Combined Traffic Estimates for 2 Parallel R			F	77%	1%	1%	1%	19%	1%	F	0.076	F	0.519	25000	F
	Table 11 and 11			=	7770	1,0		1 70	1070	1 70	•	0.070	•	0.010	20000	·
North	From:		JS 52, SR 42													
(77)	Bland Count		14000	F	77%	1%	1%	1%	19%	1%	F	0.077			12000	F
\smile	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	28000	F	77%	1%	1%	1%	19%	1%	F	0.073	F	0.531	25000	F
North	To: From:	10-666	Indian Villa	ge Trail												
77)	Bland Count	y 3.94	14000	F	77%	1%	1%	1%	19%	1%	F	0.077			12000	F
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	28000	F	77%	1%	1%	1%	19%	1%	F	0.074	F	0.501	25000	F
	To	10-60	06 Wildernes	ss Rd												
North	From:				770/	10/	10/	10/	100/	10/	_	0.076			12000	_
77	Bland Count	,	14000	F	77%	1% 1%	1%	1%	19%	1% 1%	F F	0.076	F	0.504	13000	F F
	Combined Traffic Estimates for 2 Parallel R	•		F	77%	1%	1%	1%	19%	1%	Г	0.075	г	0.501	25000	Г
North	To: From:	U	JS 52, SR 6	1												
77	Bland Count	y 2.24	14000	Α	77%	1%	1%	1%	19%	1%	С	0.143			12000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	28000	Α	77%	1%	1%	1%	19%	1%	С	0.132	Α	0.597	24000	Α
NI	To From:	U	S 52; SR 59	8												
North (77) (52) (52)	Bland Count	v 0.79	14000	F	77%	1%	1%	1%	19%	1%	F	0.078			12000	F
	Combined Traffic Estimates for 2 Parallel R	,		F	77%	1%	1%	1%	19%	1%	F	0.074	F	0.511	25000	F
	To		Virginia Stat	a Lina												
North	From:				770/	40/	40/	40/	100/	40/	_	0.070			10000	_
77 [52] [52]	West Virginia (Mai		14000	F	77%	1%	1%	1%	19%	1%	-	0.078	_	0.544	12000	-
	Combined Traffic Estimates for 2 Parallel R	•	unnel, West	Vincini	77%	1%	1%	1%	19%	1%	F	0.074	F	0.511	25000	F
NI. d	From															
North (77) Lambsburg Welcome C	enter Carroll Count		me Center I 1900	arking I	83%	1%	1%	0%	14%	0%	С	0.168			1700	Α
(11) Lambosang Holosmo G	To:	,	from Welco			.,,		0,0	, 0	0,0	Ū	01.00				
North	From:		I-77 North													
77 Ramp	Carroll Count		1700	G								0.099			1700	G
	To:	17-620	Old Pipers (Gap Rd												
North	From:		I-77 North													
(77) Ramp	Carroll Count		NA									NA			NA	
<u> </u>	Tα	SR 148	Chances Cı	reek Rd												
North	From:		I-77 North													
Ramp	Carroll Count	,	2100	G								0.085			2100	G
	Τα	US 5	8 Carrollton	Pike												
North	From:	0.04	I-77 North									0.100			200	_
77 Ramp	Carroll Count	•	300 Coulson Ch	G urah Pd								0.108			300	G
	100	17-620	Courson Ch	urcii Kā												

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

		Fillinary and interstate noutes		Tours			14	D:		
Route	Jurisdiction	Length AADT QA 4Tire	Rus	Truck		QC	K QŁ	Dir	AAWDT	QW
	rl		2A:	kle 3+Axle 1Trai	21rail		Factor	Factor		
North Ramp	Wythe County	I-77 North 0.42 670 F					0.09		670	F
Ramp	wythe County						0.09		670	Г
	100	SR 69 Lead Mine Rd								
North	From:	I-77 North				_				
Ramp	Wythe County		1% 19	% 1% 24%	2%	F	0.079		5900	G
<u> </u>	To:	I-81 North								
North	From:	I-77 North								
(77) Ramp	Town of Wytheville (Maint: 98)	0.13 1800 G					0.114		1800	G
\smile	To:	Peppers Ferry Rd								
North	From:	I-77 North								
77 Ramp	Bland County	0.22 250 G					0.249		250	G
	To:	10-717 Little Creek Hwy								
North	From:	Gap VENT BUILDING								
(77) Ramp	Bland County	0.10 NA					NA		NA	
(11)	то	I-77-N VENT BUILDING ROAD								
NI. d	From:									
North		I-77 North 0.23 1600 G					0.104		1600	0
77 Ramp	Bland County						0.104		1600	G
		US 52 South Scenic Hwy								
North	From:	I-77 North to Scales								_
Ramp	Bland County	0.22 2400 G					0.118		2400	G
<u> </u>	To:	I-77 North from Scales								
North	From:	I-77 North								
77 Ramp	Bland County	0.20 870 F					0.104		870	F
\smile	To:	10-666 Indian Village Trail								
North	From:	I-77 North to Rest Area								
77 Rocky Gap Rest Area Ramp	Bland County	0.13 950 N 81%	1% 19	% 0% 16%	1%	Ν	0.176		950	Ν
	To:	Enter Rest Area Parking Lot								
North	From:	Exit Rest Area Parking Lot								
(77) Rocky Gap Rest Area Ramp	Bland County	0.24 950 G 81%	1% 19	% 0% 16%	1%	С	0.176		950	G
$\overline{}$	To:	I-77 North from Rest Area								
North	From:	I-77 North								
(77) Ramp	Bland County	0.21 250 F					0.375		250	F
	To:	10-606 Wilderness Rd								
North	From:	I-77 North								
(77) Ramp	Bland County		1% 29	% 1% 2%	0%	F	0.172		820	F
77)	To:	US 52 Clear Fork Creek Hwy	.,,,	2 1,0 2,0	0,0	•	J, <u>L</u>		0_0	•
N. d	From	•								
North	Pland County	I-77 North					0.500		100	_
77 Ramp	Bland County	0.14 180 G	1				0.569		180	G
~	10"	US 52 North Scenic Hwy								

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

		<u>`</u>		ile noi				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:	North (Carolina Stat	to I inc			ZAXIE	3+Axie	IIIaii	ZIIdii		Factor		Facioi		
South $\overline{(77)}$	Carroll Count		18000	A	73%	1%	1%	1%	23%	2%	F	0.14			16000	Α
\mathcal{O}	Combined Traffic Estimates for 2 Parallel R	•		A	73%	1%	1%	1%	23%	2%	F	0.127	Α	0.538	32000	Α
	Tol				7070	170		170	2070	270	·	0.127		0.000	02000	,,
South	From:		0 Lambsbur								_					
(77)	Carroll Count	•	19000	В	71%	1%	1%	1%	25%	2%	С	0.138			16000	В
\smile	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	37000	В	71%	1%	1%	1%	25%	2%	С	0.129	Α	0.532	32000	В
South	To: From:	17-775	Chance Cre	eek Rd												
(77)	Carroll Count	ty 6.23	20000	G	73%	1%	1%	1%	23%	2%	F	0.096			18000	G
(1)	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	41000	G	73%	1%	1%	1%	23%	2%	F	0.076	F	0.538	36000	G
	То		US 58													
South	From: L	h. 4.04			700/	10/	10/	10/	000/	00/	_	0.404			17000	
77	Carroll Count	,	20000	Α	73%	1%	1%	1%	23%	2%	С	0.134		0.50	17000	A
-	Combined Traffic Estimates for 2 Parallel R	loadways on this Houte:	39000	Α	73%	1%	1%	1%	23%	2%	С	0.125	Α	0.58	35000	Α
South	To: From:		17-620 N													
South (77)	Carroll Count	ty 4.76	21000	G	73%	1%	1%	1%	23%	2%	F	0.094			19000	G
\smile	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	44000	G	73%	1%	1%	1%	23%	2%	F	0.074	F	0.531	39000	G
	Τα		he County I													
South	Wythe Count		oll County I 21000	_ine G	73%	1%	1%	1%	23%	2%	_	0.094			19000	G
77	Combined Traffic Estimates for 2 Parallel R	,		G	73 <i>%</i>	1%	1%	1%	23%	2%	' -	0.094 NA			39000	G
	Combined Trainic Estimates for 2 Farallel H	loadways on this houte.		ч	13/0	1 /0	1 /0	1 /0	23 /0	2/0	•	INA			39000	G
South	To: From:		SR 69													
(77)	Wythe Count	ty 7.69	20000	Α	73%	1%	1%	1%	23%	2%	F	0.13			18000	Α
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	40000	Α	73%	1%	1%	1%	23%	2%	F	0.121	Α	0.558	36000	Α
011	To:	I-81 S	South Interch	nange												
South Ramp I-81 N Exit 81 to	I-77 S at Exit 32 Wythe Count	tv 0.27	I-77 South 12000	G	73%	1%	1%	1%	23%	2%	F	0.084			10000	G
(77) Hamp For IV Exit of to	Combined Traffic Estimates for 2 Parallel R	,		G	73%	1%	1%	1%	23%	2%	F	0.077	F	0.504	21000	G
	To:	iodaways on this riodic.	I-81 North	<u> </u>	7070	1 /0		170	2070	270	•	0.077	•	0.004	21000	ď
South North	From:	I-81	Fort Chisw	ell												
(77) (81) $\{11\}$	Wythe Count	ty 1.44	27000	Α	73%	1%	1%	1%	23%	2%	F	0.119			25000	Α
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	52000	Α	74%	1%	1%	1%	22%	2%	F	0.112	Α	0.51	49000	Α
Cauth North	To- From:	U	S 52; SR 12	1												
South North (77) (81) (11) (52)	Wythe Count	ty 2.61	26000	Α	73%	1%	1%	1%	23%	2%	F	0.121			25000	Α
77 81 (11) (52)	Combined Traffic Estimates for 2 Parallel R	•		A	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.528	48000	Α
	Tol.				, , ,	. /0		. 70	/3	_,0	•	J		0.020	.5000	
South North	From:		F-42													
(77) (81) (11) (52)	Wythe Count	•	27000	Α	73%	1%	1%	1%	23%	2%	С	0.121			25000	Α
\sim \sim \sim	Combined Traffic Estimates for 2 Parallel R			G	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.601	48000	G
	To:	NO	CL Wythevil	lle												

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
South North	From:	N	CL Wythevil	lle			2,000	017100	· · · · · ·			1 dotor		1 40101		
(77) (81) (11) (52)	Town of Wytheville	(Maint: 98) 0.96	27000	Α	73%	1%	1%	1%	23%	2%	С	0.121			25000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	G	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.601	48000	G
	To		US 11													
South North	Town of Wytheville	(Maint: 98) 0.82	24000	G	73%	1%	1%	1%	23%	2%	_	0.116			22000	G
77 81 (52)	Combined Traffic Estimates for 2 Parallel	'		G	73% 74%	1%	1%	1%	23%	2% 2%		0.118	Α	0.549	44000	G
	Combined Trainic Estimates for 2 Parallel		81 Wythevil		74%	170	1%	1%	22%	2%	Г	0.113	А	0.549	44000	G
South	From:	1-	I-81 N	ic												
77 Ramp I-77 S Exit 40 to	81 N Exit 72 Town of Wytheville	(Maint: 98) 0.66	11000	G	78%	1%	1%	1%	19%	1%	F	0.073			9600	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	77%	1%	1%	1%	19%	1%	F	0.070	F	0.554	19000	G
	To:		I-77 S													
South	Town of Wytheville		81 Wythevil 14000	le A	78%	1%	1%	1%	19%	1%	F	0.140			13000	Α
77	Combined Traffic Estimates for 2 Parallel	,		A	77%	1%	1%	1%	19%	1%	· -	0.140	Α	0.518	25000	A
	Combined Trainic Estimates for 2 Faraner				11/0	1 /0	1 /0	1 /0	19/0	1 /0	•	0.130	^	0.516	23000	^
South	To: From:	N	CL Wythevil	lle												
South 77	Wythe Cou	nty 0.02	14000	Α	78%	1%	1%	1%	19%	1%	F	0.140			13000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	Α	77%	1%	1%	1%	19%	1%	F	0.138	Α	0.518	26000	Α
0	To	Pe	ppers Ferry	Rd												
South 77	Wythe Cou	nty 4.55	14000	Α	78%	1%	1%	1%	19%	1%	F	0.142			13000	Α
<i>(11)</i>	Combined Traffic Estimates for 2 Parallel	•		A	77%	1%	1%	1%	19%	1%	, E	0.131	Α	0.521	26000	A
	To:		nd County L		11 /0	1 /0	1 /0	1 /0	10 /0	1 /0	•	0.101	^	0.521	20000	
South	From:		the County I													
(77)	Bland Cour	nty 0.87	14000	Α	78%	1%	1%	1%	19%	1%	F	0.142			13000	Α
\circ	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	Α	77%	1%	1%	1%	19%	1%	F	0.131	Α	0.521	26000	Α
0	T _C .	10-717	7 Little Creel	k Hwy												
South (77)	Bland Cour	ntv 5.70	14000	F	78%	1%	1%	1%	19%	1%	F	0.078			12000	F
(I)	Combined Traffic Estimates for 2 Parallel	,		F	77%	1%	1%	1%	19%	1%	F	0.076	F	0.519	25000	F
	Combined Traine Estimates for 21 drainer				1170	1 70		1 70	10 /0	1 70	•	0.070	•	0.010	20000	•
South	From:		JS 52, SR 42	2												
(77)	Bland Cour	nty 6.05	14000	F	78%	1%	1%	1%	19%	1%	F	0.074			12000	F
\smile	Combined Traffic Estimates for 2 Parallel			F	77%	1%	1%	1%	19%	1%	F	0.073	F	0.531	25000	F
South	To:	10-666	Indian Villa 10-666	ge Trail												
South (77)	Bland Cour	L nty 3.87	14000	F	78%	1%	1%	1%	19%	1%	F	0.078			12000	F
(1)	Combined Traffic Estimates for 2 Parallel	•		F	77%	1%	1%	1%	19%	1%	F	0.074	F	0.501	25000	F
				•	/0	. 70		. 70	. 5 / 5	. 70	•	0.07	•	0.001	_5000	•
South	To: From:		10-606													
(77)	Bland Cour	•	14000	F	78%	1%	1%	1%	19%	1%	F	0.079			13000	F
\checkmark	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	77%	1%	1%	1%	19%	1%	F	0.075	F	0.501	25000	F
	To:		SR 61													

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

Combined Traffic Estimates for 2 Parallel Roadways on this Route 1.79 1.400 1.79 1.400 1.79 1.400 1.79 1.400 1.79 1.400 1.79 1.400 1.79 1.400 1.79 1.400 1.79 1.400 1.79 1.400 1.79 1.400 1.79			i iiiiary ai						Tru	ck			K		Dir		
Combined Traffic Estimates for Parallel Roadways on this Routie: 28000	Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus			-		QC		QK		AAWDT	QW
Combined Traffic Estimates for Parallel Roadways on this Routie: 28000	South	From:		SR 61													-
Combined Traffic Estimates for Parallel Roadways on this Routie: 28000	(77)		•		Α	78%	1%	1%	1%	19%	1%	С	0.144			12000	Α
State Stat	\smile	Combined Traffic Estimates for 2 Parallel				77%	1%	1%	1%	19%	1%	С	0.132	Α	0.597	24000	Α
Bland County		To:	U		98												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 28000 F 77% 1% 1% 1% 1% 1% 1% 1		Rland Cour	hty 0.70			700/	10/	10/	10/	100/	10/	_	0.076			12000	_
Mest Virginia (Maint: 10)	(77) (52) (52)		•											_	0 E11		•
West Virginia (Maint: 10) 0.50 14000 F 78% 1% 1% 19% 1% F 0.076 13000 F 13		Combined Traffic Estimates for 2 Parallel	<u> </u>			77%	1%	1%	1%	19%	1%	Г	0.074	Г	0.511	25000	Г
West Virginia (Maint: 10)	South	To: From:	West	√irginia Sta	te Line												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 2000 F 77% 1% 1% 1% 19% 1% F 0.074 F 0.511 25000 F 1		West Virginia (Ma	aint: 10) 0.50	14000	F	78%	1%	1%	1%	19%	1%	F	0.076			13000	F
South Carroll County Carroll Count		Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	F	77%	1%	1%	1%	19%	1%	F	0.074	F	0.511	25000	F
South		To:	End of T	unnel, West	Virgini	ı											
South	South	From:		TO REST	AREA												
South Sout	(77) Ramp	_	-										NA			NA	
Carroll County 0.19 1100 G 17.520 Lambstope Rd		To:	JB-NC-VA NORT	H CAROL	INA STA	ATE LINE	,										
1-7-620 Lambsburg Rd 1-7-620 Lambsburg Rd 1-7-7-5 TO TRICKE SCAPE RAMP 1-7-7-5 TO TRI	South	From:															
South Carroll County 0.11 NA	(77) Ramp	Carroll Cou											0.094			1100	G
Carroll County		To:	17-62	0 Lambsbu	rg Rd												
South Sout	South	From:			CAPE RA	AMP											
South Carroll County O.12 NA	(77) Ramp	-	nty 0.11										NA			NA	
Carroll County Carr																	
Dead End	L. C.			CAPE RA	AMP												
South Carroll County Carroll Count	(77) Ramp	_	nty 0.12										NA			NA	
South Sout																	
South	South	Į.											0.111			1000	_
South Carroll County O.17 2600 G O.091 2600 G	77 Ramp	Carroll Coul											0.111			1300	G
Carroll County O.17 2600 G O.091 2600 G																	
South Sout		Covroll Cov											0.001			0000	_
South From	77) hallip	Carron Cour											0.091			2000	G
Carroll County Carroll County Carroll County Carroll County Carroll County Carroll Coulson Church Rd Carroll County Carroll Coulson Church Rd Carroll County	0. "	From:															
South From: 17-620 Coulson Church Rd 17-75 South	Ramp	Carroll Cou											0.186			1100	G
South Wythe County O.10 650 F O.1 650 F	77) 1 1011119	To:	,		-]					5.100			1100	G
Wythe County 0.10 650 F	South	From:						<u>.</u>									
South From 1-77 S Exit 40 to 1-81 S at Exit 72 Town of Wytheville (Maint: 98) 0.22 2700 G 78% 1% 1% 19% 1% F 0.098 2400 G		ا Wythe Cour											0.1			650	F
South From I-77 S Exit 40 to I-81 S at Exit 72 Town of Wytheville (Maint: 98) 0.22 2700 G 78% 1% 1% 19% 1% F 0.098 2400 G	11)												···			500	•
Ramp From I-77 S Exit 40 to I-81 S at Exit 72 Town of Wytheville (Maint: 98) 0.22 2700 G 78% 1% 1% 19% 1% F 0.098 2400 G	South	From:															
Total I-81 S South I-77 South Town of Wytheville (Maint: 98) 0.33 2300 G 0.09 2300 G		S Exit 40 to I-81 S at Exit 72 Town of Wytheville	(Maint: 98) 0.22		G	78%	1%	1%	1%	19%	1%	F	0.098			2400	G
777 Ramp Town of Wytheville (Maint: 98) 0.33 2300 G 0.09 2300 G	···	To:	,														
777 Ramp Town of Wytheville (Maint: 98) 0.33 2300 G 0.09 2300 G	South	From:		I-77 South													
	77 Ramp	Town of Wytheville											0.09			2300	G
		To	<u>, , , , , , , , , , , , , , , , , , , </u>	South Exit	41B												

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

Route	Jurisdiction	Length AADT QA	4Tire B	110	Tr			QC	K	Dir	AAWDT	QW
South	From:	I-77-S041B FROM RT 77		2Ax	le 3+Axle	e 1 I rail	21rail		Factor	Factor		
77) Ramp	Town of Wytheville (Maint: 98)	0.03 NA							NA		NA	
\smile	Τα	139-5258 FROM RT 77										
South	From:	I-77-S041A FROM RT 77										
77 Ramp	Town of Wytheville (Maint: 98)	0.05 NA							NA		NA	
2	From	139-5258 FROM RT 77										
South 77 Ramp	Bland County	I-77 South 0.20 210 G							0.266		210	G
	To:	10-717 Little Creek Hwy									_	
South	From:	I-77 South to Scales										
77) Ramp	Bland County	0.22 3000 G							0.195		3000	G
<u> </u>	To:	I-77 South from Scales										
outh _	From:	I-77 South										_
Ramp	Bland County	0.22 1100 F							0.097		1100	F
	Tours.	US 52 South Scenic Hwy										
South Ramp	Bland County	0.19 910 F							0.130		910	F
77) "101115	To:	10-666 Indian Village Trail							0.100		010	•
outh	From:	I-77 South to Welcome Cente	r									
77) Rocky Gap Welcome Center	Bland County	0.17 1200 N		% 1%	1%	25%	1%	Ν	0.159		1100	Ν
\mathcal{L}	To:	Enter Welcome Center Parking										
South 77 Rocky Gap Welcome Center	Bland County	Exit Welcome Center Parking I 0.12 1200 A		% 1%	1%	25%	1%	С	0.159		1100	Α
11) Hooky dap Wolsomic Collice	To:	I-77 South from Welcome Cen		70 17	. 170	2070	170	Ŭ	0.100		1100	
outh	From:	I-77 South										
77) Ramp	Bland County	0.15 460 F							0.116		460	F
\smile	То:	10-606 Wilderness Rd										
outh	From:	I-77-S TO RT 61										
Ramp	Bland County	0.26 500 G							0.118		500	G
	10.	US 52 US 52- 80A FROM RT	77									
$\frac{1}{77} \left(\frac{52}{52} \right) $ Ramp	Bland County	I-77 South 0.17 460 F							0.127		460	F
77 (52) Ramp	To:	SR 598 E River Mountain Ro	l						0.127		400	
	From:	Bus US 23, ALT US 58		<u> </u>								
78) Callahan Ave	Town of Appalachia (Maint: 97		90% 1	% 2%	1%	7%	0%	F	0.09	0.519	2400	F
	То	WCL Appalachia		1								
78) Callahan Ave	Wise County	0.37 2200 N	90% 1	% 2%	1%	7%	0%	Ν	0.09	0.519	2400	N
	Tα	97-686 Derby Rd		1.								
78 Callahan Ave	Wise County	1.08 1300 F	90% 1	% 2%	1%	7%	0%	С	0.092	0.53	1400	F
	To	97-685 Roda Rd		1.								
78) Stonega Rd	Wise County	1.01 750 N	54% C	% 1%	1%	43%	0%	Ν	0.09	0.632	790	Ν
	To	97-600 Stonega Rd										

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

				_		Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor QK	Factor	AAWDT	Q۱
	From:	SR 55 West of Linden											
79 Apple Mountain Rd	Warren County	0.23 13000 G	97%	1%	1%	0%	1%	0%	С	0.088	0.734	14000	(
\smile	To:	I-66											
	From:	SR 79 TO RT 66 EAST											
79 Ramp	Warren County	0.23 5000 G								0.160		5000	
	To:	I-66-E FROM RT 7900- SOUTH &	NORTH										
	From:	FR-870 SR 79 I-66-W013A	ГО										
79) Ramp	Warren County	0.20 1400 G								0.094		1400	
	To:	I-66-W FRO RT 7900- SOUTH &	NORTH										
	From:	US 11 Lee Hwy											
80 Glennbrook Ave	Washington County	1.06 2000 G	99%	0%	1%	0%	0%	0%	F	0.096	0.513	2100	
30)	- J												
Lindall Pd	Weehington County	95-609 Hillman Hwy	000/	00/	10/	00/	00/	0%	F	0.082	0.5	920	
80 Lindell Rd	Washington County	2.19 780 G 95-740 N, Clynchburg Rd	99%	0%	1%	0%	0%	0%	Г	0.062	0.5	820	
	From:	95-740 N, Clynchburg Rd 95-740 N, Robindale Rd											
80) Hayters Gap Rd	Washington County	6.00 570 G	99%	0%	1%	0%	0%	0%	С	0.092	0.561	600	
30)	То:	95-689 Brumley Gap Rd											
	From:	95-689 Blue Grass Trail											
80) Hayters Gap Rd	Washington County	2.06 380 G	99%	0%	1%	0%	0%	0%	F	0.114	0.592	400	
<u> </u>	To	95-613 Blue Grass Trail											
80) Hayters Gap Rd	Washington County	3.67 180 G	99%	0%	1%	0%	0%	0%	F	0.109	0.683	180	
00)	To:	Russell County Line				• , •		-,-	-				
	From:	Washington County Line											
80) Hayters Gap Rd	Russell County	6.23 500 G	99%	0%	1%	0%	0%	0%	F	0.096	0.604	520	
\mathcal{I}	То:	US 19 South											
\neg \sim	From:	US 19 Elway							_				
80) (19)	Russell County	2.57 11000 G	95%	0%	1%	1%	3%	0%	F	0.086	0.649	12000	
<u> </u>	From:	US 19 Rosedale US 19 North											
80) Honnaker Rd	Russell County	4.50 7100 G	95%	0%	1%	2%	3%	0%	С	0.089	0.552	7500	
80) Hormaker Hu	riussen odunty		33 76	0 70	1 /0	270	0 /0	0 70	J	0.005	0.002	7300	
	To: From:	SR 67 Swords Creek Rd											
Redbud Hwy	Russell County	1.17 8700 G	95%	0%	1%	2%	3%	0%	F	0.094	0.518	9200	
<u> </u>	To: From:	83-645 New Garden Rd											
80) Big A Mountain Rd	Russell County	5.67 2600 G	95%	0%	1%	2%	3%	0%	F	0.091	0.603	2700	
\mathcal{L}	To:	Buchanan County Line											
	From:	Russell County Line							_				
80) Red Bud Hwy	Buchanan County	9.92 1600 G	95%	1%	1%	1%	1%	0%	С	0.103	0.549	1700	•
<u> </u>	To:	Dickenson County Line											
80 Helen Henderson Hwy	Dickenson County	Buchanan County Line 3.49 1200 F	86%	1%	2%	2%	10%	0%	F	0.087	0.644	1200	
80 Helen Henderson Hwy	Dickenson County	5.49 1200 F	00 /0	I /0	Z /0	∠ /0	10 /0	U /o	1	0.007	0.044	1200	
	To: From:	25-682 Priest Fork Rd			}								
80) Helen Henderson Hwy	Dickenson County	7.05 1400 F	86%	1%	2%	2%	10%	0%	С	0.099	0.542	1500	
\smile	То:	SCL Haysi											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Le	ength A	ADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK F	Factor	AAWDT	Q١
	From	r:		L Haysi												
₈₀) Helen Henderson Hwy	Town of Haysi (N			600 F		1%	2%	2%	10%	0%	F	0.111	(0.556	2800	F
<u> </u>	To	12		ickenson Hwy SR 83	у											
80) (83) Dickenson Hwy	Town of Haysi (N	Maint: 25) 0		900 F	93%	0%	2%	1%	3%	0%	F	0.105		0.59	4100	
80) (83) - 1811-1811 1111	To	······································						.,.			·					
80) (83) Dickenson Hwy	Town of Haysi (N	Maint: 25) 1		SR 63 800 F	93%	0%	2%	1%	3%	0%	F	0.11	(0.578	3000	
83) 210110110011 1 1111	Town of Flayor (in					0 70		1 70	070	070	•	0.11	`	0.070	0000	,
20 00	Dickenson C	ounty 0		. Haysi . 800 N	93%	0%	2%	1%	3%	0%	N	0.11	(0.578	3000	
80) (83)	DIORCH30H O	× Ourity 0		8 83 N	30 70	0 70		1 /0	0 /0	0 70	11	0.11	,	0.570	3000	
	From	1:		ickenson Hw	у											
₃₀) Breaks Park Rd	Dickenson C	ounty 8		820 F		0%	1%	2%	1%	0%	С	0.101	(0.701	860	
<i></i>	To	x		County Line County Line												
Breaks Park Rd	Buchanan Co			730 G		0%	1%	2%	1%	0%	F	0.113	(0.632	770	
50) 2.00.0 7 0 10	To	z .		y State Line	0070	0,0		_,,	. , 0	0 / 0	•	011.10	•	0.002		
	From	r.	S	R 80												
Ramp to I-81 N at Exit 24	Washington C	County 0		560 G								0.152			560	(
	To	x.	I-	81 N												
	From	12	S	R 80												
Ramp to I-81 S at Exit 24	Washington C	County 0).16 8	870 G								0.105			870	(
<u></u>	To	x	I-	-81 S												
	From			243A; I-81 S 2	243A											
B1 Lateral Ramp from I-81 to US 11 at Exit 24	•			NA								NA			NA	
	To			of Harrisonb	-											
	From			251A; I-81 S 2 NA	251A							NIA			NIA	
B1 Lateral Ramp from I-81 to US 11 at Exit 25	Fine Rockingham (•	of Harrisonb	ura		_					NA			NA	
- 41-	From	0,		ee State Line	urg											
orth 81)	Washington C	County 0		0000 A	77%	1%	1%	1%	19%	1%	С	0.098			20000	
/	Estimates for 2 Parallel	•		9000 A		1%	1%	1%	18%	1%	C	0.101	Α (0.545	39000	
	To To				, .	.,0		. , 0	.070	. , 0		01.01		0.0.0	00000	
orth	From	1:		Bristol												
	Other of Delotal (N	faint: 95) 0).61 20	0000 A		1%	1%	1%	19%	1%	С	0.098			20000	,
31)	City of Bristol (M	,				40/	40/	1%	18%	1%	С	0.101	Α (0.545	39000	
मि मि	Estimates for 2 Parallel	Roadways on this Ro	oute: 39	9000 A	78%	1%	1%	170	10%	1 /0	U				00000	
Combined Traffic	• ,			9000 A 21 Gate City I		1%	1%	176	1076	1 /0						
Combined Traffic	Estimates for 2 Parallel	US	S 58, US 42		Hwy	1%	1% 1%	1%	19%	1%		0.099			20000	
Combined Traffic	Estimates for 2 Parallel To From City of Bristol (M	US (14) (15) (15) (15) (15) (15) (15) (15) (15	5 58, US 42 2.44 2 0	21 Gate City I	_{Нwy} 77%						F		Α (0.525		
Combined Traffic	Estimates for 2 Parallel	US (14) (15) (15) (15) (15) (15) (15) (15) (15	S 58, US 42 2.44 20 oute: 40	21 Gate City I 0000 A 0000 A	Hwy 77%	1%	1%	1%	19%	1%	F	0.099	Α (0.525	20000	
Combined Traffic	City of Bristol (Me Estimates for 2 Parallel	Us Maint: 95) 2 Roadways on this Ro	S 58, US 42 2.44 20 oute: 40	21 Gate City F 20000 A 20000 A -381	Hwy 77% 78%	1% 1%	1% 1%	1% 1%	19% 18%	1% 1%	F	0.099	Α (0.525	20000 40000	,
Combined Traffic Sorth Combined Traffic Combined Traffic	Estimates for 2 Parallel To From City of Bristol (M	Viaint: 95) 2 Roadways on this Roadways on the Roadways on the Roadways on the Roadways on this Roadways on the Roadways on	2.44 20 oute: 40 1.39 29	21 Gate City I 0000 A 0000 A	77% 78% 77%	1%	1%	1%	19%	1%	F	0.099		0.525	20000	(

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

-		Primary and in	ilerstate ric	uics			Т.,	ı alı			I/		Div		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		Tru	-		QC	K	QK	Dir Factor	AAWDT	QW
North	From:	IIC 11	. US 19			ZAXIE	3+Axle	TITALI	ZITAII		Factor		Factor		
(81) (58)	City of Bristol (Maint: 95)		000 F	77%	1%	1%	1%	19%	1%	F	0.091			27000	F
(01) (30)	Combined Traffic Estimates for 2 Parallel Roadways on			78%	1%	1%	1%	18%	1%	F	0.093	Α	0.531	55000	F
	To		irport Rd												
North	City of Drietal (Mainta OF)			770/	10/	10/	10/	100/	10/	_	0.000			05000	٨
81 (58)	City of Bristol (Maint: 95)		000 A	77%	1%	1%	1%	19%	1%	F	0.092		0.500	25000	A
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 49	000 A	78%	1%	1%	1%	18%	1%	Г	0.095	Α	0.539	51000	Α
North	To: From:	NCL	Bristol												
(81) (58)	Washington County	3.84 24 6	000 A	77%	1%	1%	1%	19%	1%	F	0.092			25000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 49	000 A	78%	1%	1%	1%	18%	1%	F	0.095	Α	0.539	51000	Α
NI. d	To Prove	FR	-310			_									
North (81) (58)	Washington County	0.99 23	000 A	79%	1%	1%	1%	18%	1%	F	0.094			24000	Α
(81) (58)	Combined Traffic Estimates for 2 Parallel Roadways on	_	000 A	80%	1%	1%	1%	17%	1%	F	0.096	Α	0.551	47000	Α
	Tollard Traine Estimates for ET arailet readinays on			0070	1 /0		1 70	1770	1 70	•	0.000	,,	0.001	17000	,,
North	From:		ing Creek Rd												
(81) (58)	Washington County		000 G	79%	1%	1%	1%	18%	1%	F	0.086			25000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 48	000 G	80%	1%	1%	1%	17%	1%	F	0.085	F	0.504	49000	G
North	To: From:	SR 140 Jo	onesboro Rd			\Box									
(81) (58)	Washington County	1.93 22 0	000 A	79%	1%	1%	1%	18%	1%	С	0.094			22000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 44	000 A	80%	1%	1%	1%	17%	1%	С	0.096	Α	0.511	45000	Α
	Т	SCL A	Abingdon			<u> </u>									
North	Town of Abjordon (Mainty OF)			79%	1%	10/	1%	18%	10/	С	0.004			22000	Α
81 (58)	Town of Abingdon (Maint: 95) Combined Traffic Estimates for 2 Parallel Roadways on		000 A			1%			1%	С	0.094 0.096	Α	0 E11	45000	
	Combined Trainic Estimates for 2 Farallet hoadways off			80%	1%	1%	1%	17%	1%	C	0.096	A	0.511	43000	Α
North	To: From:	SR 75 Cu	ummings St												
(81) (58)	Town of Abingdon (Maint: 95)		000 G	79%	1%	1%	1%	18%	1%	F	0.085			24000	G
\circ	Combined Traffic Estimates for 2 Parallel Roadways on			80%	1%	1%	1%	17%	1%	F	0.081	F	0.521	47000	G
Novth	To:	NCL Abingdon	Abingdon	0											
North 81	Washington County		8000 A	79%	1%	1%	1%	18%	1%	F	0.099			19000	Α
(61)	Combined Traffic Estimates for 2 Parallel Roadways on	_		80%	1%	1%	1%	17%	1%	F	0.096	Α	0.574	37000	Α
	Tol.				. , 0		. , 0	,0	. , ,	•	0.000		0.07	0.000	•
North	From		nterprise Rd												
81	Washington County		000 G	79%	1%	1%	1%	18%	1%	F	0.084			19000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 35	000 G	80%	1%	1%	1%	17%	1%	F	0.076	F	0.542	37000	G
North	To: From:	SR 80 Gle	enbrook Ave												
(81)	Washington County	1.52 18 0	000 G	79%	1%	1%	1%	18%	1%	F	0.082			19000	G
0.)	Combined Traffic Estimates for 2 Parallel Roadways on		000 G	80%	1%	1%	1%	17%	1%	F	0.075	F	0.556	36000	G
	To		College Dr												-

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	į Q
lorth	From:	95-	737 College	Dr												
81)	Washington County	2.97	18000	G	79%	1%	1%	1%	18%	1%	F	0.083			18000	C
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	34000	G	80%	1%	1%	1%	17%	1%	F	0.077	F	0.507	35000	(
lorth	To: From:	SF	R 91 Maple S	St												
81)	Washington County	2.68	16000	G	79%	1%	1%	1%	18%	1%	F	0.074			17000	(
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	31000	G	80%	1%	1%	1%	17%	1%	F	0.074	F	0.503	32000	(
orth	To From	US 11 Lee Hwy	y; 95 751 Ki	lmachro	nan Dr											
81)	Washington County	2.31	16000	G	79%	1%	1%	1%	18%	1%	F	0.076			16000	(
51)	Combined Traffic Estimates for 2 Parallel Roads			G	80%	1%	1%	1%	17%	1%	F	0.075	F	0.517	31000	
	To:	*	th County L													
orth 31	Smyth County	0.94	16000	G Clife	79%	1%	1%	1%	18%	1%	F	0.076			16000	
51)	Combined Traffic Estimates for 2 Parallel Roads			G	80%	1%	1%	1%	17%	1%	F	0.075	F	0.517	31000	
	To	SC	CL Chilhowi	ie												
orth 31	Town of Chilhowie (Maint	t: 86) 0.11	16000	G	79%	1%	1%	1%	18%	1%	F	0.076			16000	
	Combined Traffic Estimates for 2 Parallel Road	,		G	80%	1%	1%	1%	17%	1%	F	0.075	F	0.517	31000	
	То		7 White Top	n Ave												
orth B1	Town of Chilhowie (Maint		16000	G	79%	1%	1%	1%	18%	1%	F	0.07			16000	
31)	Combined Traffic Estimates for 2 Parallel Roads	,		G	80%	1%	1%	1%	17%	1%	F	0.077	F	0.548	32000	
	To		CL Chilhow			.,,			,-	.,.						
orth	Smyth County	3.44	16000	G	79%	1%	1%	1%	18%	1%	_	0.07			16000	
31	Combined Traffic Estimates for 2 Parallel Roads	_		G	80%	1%	1%	1%	17%	1%	F	0.07	F	0.548	32000	
	To To	US 11 Lee Hwy;				170		170	17 70	170		0.077		0.040	02000	
orth	From:					10/	10/	10/	100/	10/	_	0.070			17000	
31	Smyth County Combined Traffic Estimates for 2 Parallel Road	4.07	16000	G G	79% 80%	1% 1%	1% 1%	1% 1%	18% 17%	1% 1%	F	0.073 0.080	F	0.554	17000 33000	
	To To				00 70	1 /0		1 /0	17 /0	1 /0		0.000	•	0.554	33000	
orth	From:		5 11 Lee Hw	•	700/	40/	40/	40/	100/	40/	_	0.40			15000	
31	Smyth County	1.03	15000	A	79%	1%	1%	1%	18%	1%	F	0.12	^	0.510	15000	
	Combined Traffic Estimates for 2 Parallel Roads			G	80%	1%	1%	1%	17%	1%	Г	0.103	Α	0.519	30000	
orth	To: From:) Washingto	n Ave												
11)	Smyth County	0.69	15000	Α	79%	1%	1%	1%	18%	1%	F	0.117			15000	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	31000	Α	80%	1%	1%	1%	17%	1%	F	0.103	Α	0.54	31000	
orth	To From:	V	VCL Marior	1												
31)	Town of Marion (Maint:	86) 0.22	15000	Α	79%	1%	1%	1%	18%	1%	F	0.117			15000	
\sim	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	31000	Α	80%	1%	1%	1%	17%	1%	F	0.103	Α	0.54	31000	

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

		Primary and in	THE TSTATE TH	iouics			Т.,	بماد			L/		Dir		_
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	C
	From	For				2AXIE	3+Axle	1 I raii	21raii		Factor		Factor		
orth	Smyth County		Marion A	79%	1%	1%	1%	18%	1%	F	0.117			15000	
1)	Combined Traffic Estimates for 2 Parallel Roadways or	_		80%	1%	1%	1%	17%	1%	' 	0.117	Α	0.54	31000	
	Combined Traine Estimates for 2 Faraner Hoadways of			00 /6	1 /0	1 /0	1 /0	17/0	1 /0	•	0.103	^	0.54	31000	
orth	From:	SCL)	Marion												
31)	Town of Marion (Maint: 86)	_	5000 A	79%	1%	1%	1%	18%	1%	F	0.117			15000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 31	1000 A	80%	1%	1%	1%	17%	1%	F	0.103	Α	0.54	31000	
auth	To Front	SR 16 Cc	Commerce St												
orth 31	Town of Marion (Maint: 86)	0.68 15	5000 G	79%	1%	1%	1%	18%	1%	F	0.074			15000	
51)	Combined Traffic Estimates for 2 Parallel Roadways or	_			1%	1%	1%	17%	1%	F	0.081	F	0.538	29000	
	Tol.				. , 0		. , ,	,0	. , ,	•	0.00	•	0.000		
orth	From:		Marion												
11	Smyth County	_	5000 G		1%	1%	1%	18%	1%	F	0.074			15000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 28	8000 G	80%	1%	1%	1%	17%	1%	F	0.081	F	0.538	29000	
orth	To: From:	FR-10 No	orth Main St												_
31)	Smyth County	2.99 14	4000 G	79%	1%	1%	1%	18%	1%	F	0.076			15000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route: 28	8000 G	80%	1%	1%	1%	17%	1%	F	0.080	F	0.526	29000	
	To		icks Creek Rd	ı											
orth	From:				40/		40/	400/	40/	_	0.440			4 4000	
31)	Smyth County		4000 A	79%	1%	1%	1%	18%	1%	F _	0.118			14000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 27	7000 A	80%	1%	1%	1%	17%	1%	F	0.108	Α	0.644	26000	
rth	To: From:	86-683 V	Winsor Rd												
1	Smyth County	2.80 12	2000 F	79%	1%	1%	1%	18%	1%	F	0.076			12000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 23	3000 F	80%	1%	1%	1%	17%	1%	F	0.076	F	0.508	23000	
	Tα		County Line												
orth 31	Wythe County		County Line 2000 F	79%	1%	1%	1%	18%	1%	_	0.076			12000	
31)	Combined Traffic Estimates for 2 Parallel Roadways or			80%	1%	1%	1%	17%	1%	' 	0.076	F	0.508	23000	
	Combined Tranic Estimates for 21 araner floadways of				1 /0	1 /0	1 /0	17 /0	1 /0	•	0.070	•	0.500	23000	
orth	From:	SR 90; 98-680	80 Black Lick	Rd											
31)	Wythe County	7.09 14	4000 A	79%	1%	1%	1%	18%	1%	F	0.12			14000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 28	8000 A	80%	1%	1%	1%	17%	1%	F	0.108	Α	0.528	27000	
						\neg \vdash									_
a etha	Ta: From:	US 11, W	W Lee Hwy												
	Wythe County	<u> </u>		79%	1%	1%	1%	18%	1%	F	0.104			13000	
	Wythe County Combined Traffic Estimates for 2 Parallel Roadways or	1.57 12	2000 G	79% 80%	1% 1%	1% 1%	1% 1%	18% 17%	1% 1%	F F	0.104	F	0.533	13000 25000	
	Wythe County Combined Traffic Estimates for 2 Parallel Roadways or	1.57 12 n this Route: 24	2000 G 4000 G		1% 1%	1% 1%	1% 1%	18% 17%	1% 1%	F F	0.104 0.095	F	0.533	13000 25000	
B1)	Combined Traffic Estimates for 2 Parallel Roadways or	1.57 12 n this Route: 24	2000 G 4000 G Wytheville	80%	1%	1%	1%	17%	1%	F F	0.095	F	0.533	25000	
orth B1	, ,	1.57 12 1.57 12 1.57 12 1.57 2. 2.03 12	2000 G 4000 G	79%						F F		F	0.533		

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

Pout			Primary ar						Tru	ck			K		Dir		
Town of Wytherelie (Maint: 98) 2.27 15000 A 79% 1% 1% 1% 18% 18% 18% 18 18	Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		_	_		QC		QK		AAWDT	QW
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 27000	North	From:		21, N Fourth	St												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 27000 G 80% 1% 1% 1% 1% 1% 1% 1% 1 0.099 A 0.0649 26000 C 1.77 (S1)	81) (52)	Town of Wytheville (Main:	t: 98) 2.27	15000	Α	79%	1%	1%	1%	18%	1%	F	0.116			15000	Α
Town of Wytheville (Maint: 98) 0.82 24000 G 73% 1% 1% 23% 2% F 0.116 0.549 44000 C 0.549 440000 C 0.549 4400	$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	27000	G	80%	1%	1%	1%	17%	1%	F	0.099	Α	0.649	26000	G
Second Town of Mytheville (Maint: 98) 0.82 24000 G 73% 1% 1% 1% 22% 2% F 0.116 22000 C Combined Traffic Estimates for 2 Parallel Roadways on this Rouse: 47000 G 74% 1% 1% 1% 22% 2% F 0.113 A 0.549 44000 C A A A A A A A A A	North North	To: From:	I-	77 Wytheville	e												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 47000		Town of Wytheville (Main	t: 98) 0.82	24000	G	73%	1%	1%	1%	23%	2%	F	0.116			22000	G
North Nort	01) (1) (32)	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	47000	G	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.549	44000	G
North Nort		To	IIS	11 F Main	St												
North North North North North North North North North North North North North North North North North North North North North North North North North North North North North North North North North North		Town of Wythovilla (Main		,		720/	10/	10/	10/	220/	20/	0	0.101			25000	٨
North North North	81 (77) (11) (52)	, ,	,										-	۸	0.601		
North North North North North North North North North State Stimates for 2 Parallel Roadways on this Route: State St		Combined Trainic Estimates for 2 Parallel Roads				74%	170	170	170	22%	2%	C	0.115	А	0.601	48000	G
North North North North State Parallel Roadways on this Route: \$2000 G 74% 1% 1% 1% 22% 2% C 0.115 A 0.601 48000 C A A A A A A A A A	North North	To: From:	NO	CL Wythevill	le												
North Nort	(81) (77) (11) (52)	Wythe County	2.18	27000	Α	73%	1%	1%	1%	23%	2%	С	0.121			25000	Α
North North North North	$\circ \circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	52000	G	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.601	48000	G
Section Sect	NI-ud- NI-ud-	To: From:	FR 326; FR 42 C	hapman Rd;	FR 43	Lee Hwy		<u> </u>									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: S100 A 74% 1% 1% 1% 22% 2% F 0.114 A 0.528 48000 A A A A A A A A A		Wythe County	2.61	26000	Δ	73%	1%	1%	1%	23%	2%	F	0.121			25000	Α
North North North North SR 121 Max Meadows Rd. Fort Chiswell Rd. SR 121 Max Meadows Rd. Fort Chiswell Rd. SR 121 Max Meadows Rd. Fort Chiswell Rd. SR 121 Max Meadows Rd. Fort Chiswell Rd. SR 121 Max Meadows Rd. Fort Chiswell Rd. SR 121 Max Meadows Rd. Fort Chiswell Rd. SR 121 Max Meadows Rd. Fort Chiswell Rd. Fort	$\begin{array}{cccccccccccccccccccccccccccccccccccc$, ,	_									F	-	Α	0.528		Α
Wythe County		To:					.,,	Ť	. , 0		_,,	•	0		0.020	.0000	
North Second Parallel Roadways on this Route: South A 74% 1% 1% 1% 22% 2% F 0.112 A 0.51 49000 A A A A A A A A A		From:										_					
North	(81) (77) (11)	, ,										F	-				Α
North Street St	~ ~ ~	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	52000	Α	74%	1%	1%	1%	22%	2%	F	0.112	Α	0.51	49000	Α
Wythe County Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 73% 1% 1% 1% 23% 2% F 0.112 19000 A 73% 1% 1% 1% 1% 21% 2% F 0.102 A 0.533 38000 A 74% 1% 1% 1% 1% 21% 2% F 0.102 A 0.533 38000 A 74% 1% 1% 1% 1% 21% 2% F 0.070 18000 F 74% 1% 1% 1% 1% 1% 23% 2% F 0.070 18000 F 74% 1% 1% 1% 1% 1% 21% 2% F 0.074 F 0.501 36000 F 74% 1% 1% 1% 1% 1% 23% 2% F 0.074 F 0.501 36000 F 74% 1% 1% 1% 1% 1% 1% 23% 2% F 0.116 18000 A 75% 1% 1% 1% 1% 1% 21% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 1% 23% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 23% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 23% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 1% 23% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 1% 1% 23% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 1% 23% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 1% 23% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 1% 23% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 1% 23% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 1% 1% 23% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 1% 1% 1%	North	To: From:	I-77	7 Fort Chiswo	ell												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000	~~~	Wythe County	2.31	19000	Α	73%	1%	1%	1%	23%	2%	F	0.112			19000	Α
North State Stat		Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	39000	Α	74%	1%	1%	1%	21%	2%	F	0.102	Α	0.533	38000	Α
North Street St		To	98-619	Major Graha	ıms Rd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36000 F 74% 1% 1% 1% 21% 2% F 0.074 F 0.501 36000 F 98-618 North 98-618	~~~	Wythe County	1 00	18000	F	73%	1%	1%	1%	23%	2%	F	0.070			18000	F
North State Stat	(81) (11)	, ,			-							· F		F	0.501		F
North State Wythe County State		Tamo Estimates for 2 Taraner House	ways on this riodic.		•	7 4 70	1 /0		1 70	2170	270	•	0.074	•	0.001	00000	•
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 38000 A 75% 1% 1% 1% 21% 2% F 0.101 A 0.511 38000 A 75% IN 1% 1% 21% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 23% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 23% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 23% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 21% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 21% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 21% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 21% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 21% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 21% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 21% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 21% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 1% IN 23% 2% F 0.101 A 0.511 38000 A 75% IN 1% IN 1% IN 1% IN 23% 2% F 0.101 A 0.511 38000 A 75% IN 1%	North	From:		98-618													
North Pulaski County Line	(81) (11)											F	-				Α
North Pulaski County 2.68 18000 A 73% 1% 1% 23% 2% F 0.116 18000 A 75% 1% 1% 1% 21% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 21% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 21% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 23% 2% N 0.106 21000 N 73% 1% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 1% 1% 1% 1%	$\smile \smile$	Combined Traffic Estimates for 2 Parallel Roads	-			75%	1%	1%	1%	21%	2%	F	0.101	Α	0.511	38000	Α
Pulaski County 2.68 18000 A 73% 1% 1% 23% 2% F 0.116 18000 A 73% 1% 1% 1% 21% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 21% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 21% 2% F 0.101 A 0.511 38000 A 75% 1% 1% 1% 1% 23% 2% N 0.106 21000 N 73% 1% 1% 1% 1% 23% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N 74% 1% 1% 1% 1% 1% 1% 1%	North	10: From:						-									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 38000 A 75% 1% 1% 1% 21% 2% F 0.101 A 0.511 38000 A 0.511	~~~~~	Pulaski County				73%	1%	1%	1%	23%	2%	F	0.116			18000	Α
VS 11 Lee Hwy North US 11 Lee Highway US 11 Lee Highway North US 11 Lee Highway US 11 Lee Highway North US 11 Lee Highway North		Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	38000	Α		1%	1%	1%	21%	2%	F	0.101	Α	0.511	38000	Α
Pulaski County 0.14 21000 N 73% 1% 1% 1% 23% 2% N 0.106 21000 N Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000 N 74% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N		To:	U	S 11 Lee Hw	у												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000 N 74% 1% 1% 1% 21% 2% N 0.101 A 0.527 40000 N	North	From:				700/	40/		40/	000/	00/		0.100			04000	
· · · · · · · · · · · · · · · · · · ·	(81)	•													0.507		N
		Combined Traffic Estimates for 2 Parallel Roads	•			/4%	1%	1%	1%	21%	2%	N	0.101	Α	0.527	40000	N

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

	Primary		alo Ho				Tru	ol.			L/		Dir		
Route	Jurisdiction Lengt	th AADT	QA	4Tire	Bus		3+Axle	-		QC	K	QK	Factor	AAWDT	Q
lauth	From:	SR 100 Wysor	. D.d			ZAXIE	3+Axie	TITAL	ZITali		Factor		Factor		
lorth 81 (100)	Pulaski County 2.11		A	73%	1%	1%	1%	23%	2%	F	0.106			21000	,
81) (100)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	74%	1%	1%	1%	21%	2%	F	0.101	Α	0.527	40000	
					1 /0		1 /0	2170	270	•	0.101	,,	0.027	40000	
orth	From	FR 327 Old Ba	altimore												
81) (100 <i>)</i>	Pulaski County 1.67	21000	G	73%	1%	1%	1%	23%	2%	F	0.066			21000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 42000	G	74%	1%	1%	1%	21%	2%	F	0.072	F	0.558	42000	
orth	To: From: SR	99 Count Pula	aski Dr												
100	Pulaski County 4.35	21000	Α	73%	1%	1%	1%	23%	2%	F	0.106			20000	
100	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 41000	Α	74%	1%	1%	1%	21%	2%	F	0.100	Α	0.598	40000	
		100 Cleburne	Dlod												
orth	ron									_					
31	Pulaski County 2.59		G	73%	1%	1%	1%	23%	2%	F _	0.073	_		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	3 ∶ 44000	G	74%	1%	1%	1%	21%	2%	F	0.073	F	0.531	44000	
orth	To: Front	-660 State Par	rk Rd												
31)	Pulaski County 4.00	21000	Α	73%	1%	1%	1%	23%	2%	F	0.107			21000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 42000	Α	74%	1%	1%	1%	21%	2%	F	0.099	Α	0.543	42000	
		ntgomery Cour	_												
orth		ulaski County		73%	1%	10/	10/	23%	2%	_	0.107			21000	
31	- 9 - 7 7		A			1%	1%				0.107	۸	0.540		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	74%	1%	1%	1%	21%	2%	Г	0.099	Α	0.543	42000	
rth	To: From:	SR 232 First	St												
31)	Montgomery County 3.81	21000	Α	73%	1%	1%	1%	23%	2%	F	0.108			21000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 41000	Α	74%	1%	1%	1%	21%	2%	F	0.099	Α	0.515	41000	
ıl.	To: From:	SR 177 Tyler	Rd			\neg									
orth 31	Montgomery County 5.12	23000	Α	73%	1%	1%	1%	23%	2%	С	0.104			23000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	74%	1%	1%	1%	21%	2%	C	0.097	Α	0.58	45000	
	<u></u>			7 170	170		1 70	2170	270	Ü	0.007	,,	0.00	10000	
orth	From:	8 Riner Rd; N													
31)	Montgomery County 0.08	25000	G	73%	1%	1%	1%	23%	2%	F	0.077			26000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	€: 50000	G	74%	1%	1%	1%	21%	2%	F	80.0	F	0.549	50000	
orth	To: S	CL Christians	burg												
1111	Town of Christiansburg (Maint: 60) 3.90	25000	G	73%	1%	1%	1%	23%	2%	F	0.077			26000	
1)			G	74%	1%	1%	1%	21%	2%	F	0.08	F	0.549	50000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on this Route	7. 30000				. , .	. , .	, 5	_ , •	-		-			
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this Route					<u> </u>									
orth	To From	US 11, US 40	60			_									
orth		US 11, US 40 25000		74% 75%	1% 1%	1% 1%	1% 1%	22% 21%	2% 2%	C F	0.106 0.080	A	0.506	24000 47000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
rth	From:		L Christiansl	burg												
1)	Montgomery County	9.22	25000	Α	74%	1%	1%	1%	22%	2%	С	0.106			24000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	47000	G	75%	1%	1%	1%	21%	2%	F	0.080	Α	0.506	47000	
orth	To- From:	60-6	03 Northfor	k Rd												
31)	Montgomery County	2.22	26000	Α								0.103			25000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	50000	Α								0.097	Α	0.547	50000	
	To:		oke County													
rth	Roanoke County		omery Coun									0.103			05000	
31)	,		26000	A									^	0.547	25000	
	Combined Traffic Estimates for 2 Parallel Roadways o			Α								0.097	Α	0.547	50000	
rth	To: From:	80-64	7 Dow Hollo	ow Rd												_
1	Roanoke County	2.11	27000	G	74%	1%	1%	1%	22%	2%	F	0.084			27000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	51000	G	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.580	51000	
wth	T.c. From:	U	rban Bounda	ıry												
orth B1	Roanoke County	2.26	27000	G	74%	1%	1%	1%	22%	2%	F	0.084			27000	
	Combined Traffic Estimates for 2 Parallel Roadways o			G	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.580	51000	
	Total				. 0 , 0	. , 0	- ,,,	. , 0	,0	_,,	•	0.000		0.000	0.000	
orth	From:		SCL Salem								_					
31)	City of Salem (Maint: 80)	0.20	27000	G	74%	1%	1%	1%	22%	2%	F	0.084			27000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	51000	G	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.580	51000	
orth	T _C . From:	SR 1	12 Wildwoo	d Rd												_
31)	City of Salem (Maint: 80)	0.22	30000	Α	79%	1%	1%	1%	17%	1%	F	0.096			30000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	60000	Α	79%	1%	1%	1%	17%	1%	F	0.096	Α	0.501	61000	
	To		NCL Salem	ı			— —									
orth	Roanoke County	2.71	30000	Α	79%	1%	1%	1%	17%	1%	F	0.096			30000	
31)	Combined Traffic Estimates for 2 Parallel Roadways o			Ā	79%	1%	1%	1%	17%	1%	, E	0.096	Α	0.501	61000	
	Talle Estimates for 21 arailer floadways o					1 /0	1 70	1 /0	17 /0	1 70	'	0.000	^	0.501	01000	
orth	From:		nompson Me	emoriai i												
1	Roanoke County	1.64	32000	Α	79%	1%	1%	1%	17%	1%	С	0.096			33000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	64000	Α	80%	1%	1%	1%	17%	1%	С	0.095	Α	0.528	65000	
orth	To: From:	SR	419 Electric	Rd												
31)	Roanoke County	2.48	35000	Α	81%	1%	1%	1%	16%	1%	С	0.095			36000	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	69000	Α	81%	1%	1%	1%	15%	1%	С	0.095	Α	0.502	71000	
	To:		-581, US 22	0												
orth ~~	From	0.04	I-581		700/	10/	10/	10/	100/	40/	0	0.100			04000	
81) 220	Roanoke County	2.34	30000	A	79%	1%	1%	1%	18%	1%	С	0.103	^	0.500	31000	
-	Combined Traffic Estimates for 2 Parallel Roadways o	n this Houte: SR 1		Α	80%	1%	1%	1%	17%	1%	С	0.098	Α	0.529	61000	

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

							Trı.	ıck			K		Dir		
Route	Jurisdiction Le	ngth AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:	SR 115 Plant													
(81) {220}	· · · · · · · · · · · · · · · · · · ·	.84 2600	-	79%	1%	1%	1%	18%	1%	F	0.092			26000	F
\checkmark	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			80%	1%	1%	1%	17%	1%	F	0.081	F	0.579	52000	F
North	To: From:	Roanoke Cou													
81) (220)	Botetourt County 3	.27 2600		79%	1%	1%	1%	18%	1%	F	0.092			26000	F
01) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 5200	0 F	80%	1%	1%	1%	17%	1%	F	0.081	F	0.579	52000	F
North	Tree US 220 Rose	ınoke Rd; Alt U	JS 220 Clo	verdale Rd	i										
North 81	Botetourt County 5	.76 1900	0 G	68%	1%	1%	1%	28%	2%	F	0.070			17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 4000	0 G	69%	1%	1%	1%	27%	2%	F	0.071	F	0.565	37000	G
North	To- From:	11-640 Brugh	s Mill Rd												
81)	Botetourt County 5	.97 2000	0 A	68%	1%	1%	1%	28%	2%	F	0.117			19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 4000	0 A	69%	1%	1%	1%	27%	2%	F	0.109	Α	0.505	38000	Α
Jorth	Tree Front: US 11	Lee Hwy, So	th of Buch	anan											
North 81	Botetourt County 5	.76 1900	0 F	68%	1%	1%	1%	28%	2%	С	0.128			17000	F
91)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 3700	0 F	69%	1%	1%	1%	27%	2%	С	0.115	Α	0.6	34000	F
	Too From: US 11	Lee Hwy, So	th of Buch	anan											
81) (11)	Botetourt County 0	.61 2000	0 G	68%	1%	1%	1%	28%	2%	F	0.128			18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 3800	0 G	69%	1%	1%	1%	27%	2%	F	0.115	Α	0.6	36000	G
Vorth	Toe From	11-614 Arca	dia Rd												
81) (11)	Botetourt County 5	.49 1900	0 A	68%	1%	1%	1%	28%	2%	F	0.124			18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 3800	0 G	69%	1%	1%	1%	27%	2%	F	0.065	В	0.533	35000	G
	Tox	Rockbridge Co	_												
North	Rockbridge County 1	.95 1900		68%	1%	1%	1%	28%	2%	F	0.124			18000	Α
81 [11]	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		-	69%	1%	1%	1%	27%	2%	F	0.065	В	0.533	35000	A
		ee Hwy, South			.,,		. , 0	, ,	_,,	•	0.000		0.000		
North	Piùii:				10/	10/	10/	000/	00/	_	0.07			17000	_
81		.46 1800	-	68% 69%	1% 1%	1%	1%	28% 27%	2%		0.07	F	0.500	17000	G G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro				1%	1%	1%	21%	2%	г	0.072	Г	0.533	34000	G
North	From	ee Hwy, North													
81)	ů ,	.36 1900		68%	1%	1%	1%	28%	2%	F	0.127			18000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			69%	1%	1%	1%	27%	2%	F	0.113	Α	0.555	35000	Α
North	T.c. From	US 60 Midla	nd Trail												
81)	,	.01 2000	-	68%	1%	1%	1%	28%	2%	F	0.120			19000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 4100	0 A	69%	1%	1%	1%	27%	2%	F	0.111	Α	0.543	38000	Α
	Tα	I-64 South Int	erchange												

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

		Primary an	ia intersta	10 110	4100			Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QV
North East	From:	I-64 S	South Interch	ange			27 (XI)	7 0171710	1 11 an	ZIII		1 40101		1 40101		
81) (64)	Rockbridge Cour		22000	A	70%	1%	1%	1%	26%	2%	F	0.123			21000	Α
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	45000	Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.532	42000	Α
	To:	US 11 Lee F			8											
North East	From:	US 11 Lee I				40/		40/	000/	00/	_	0.400			04000	
81 64	Rockbridge Cour	,	22000	Α	70%	1%	1%	1%	26%	2%	F _	0.123			21000	A
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	45000	Α	71%	1%	1%	1%	25%	2%	F	0.113	Α	0.54	42000	A
lorth East	To: From:	81-	710 Sterret F	Rd												
81) (64)	Rockbridge Cour	nty 4.49	23000	Α	70%	1%	1%	1%	26%	2%	F	0.122			22000	Α
	Combined Traffic Estimates for 2 Parallel Ro		46000	Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.559	42000	Α
	To	Q1 <i>6</i>	606 Raphine	Dd												
lorth East	From:				700/	40/	40/	40/	000/	00/	_	0.400			04000	
81 64	Rockbridge Cour	•	23000	Α	70%	1%	1%	1%	26%	2%	С	0.126		0.504	21000	A
	Combined Traffic Estimates for 2 Parallel Ro	· · · · · · · · · · · · · · · · · · ·		Α	71%	1%	1%	1%	25%	2%	С	0.114	Α	0.524	42000	P
orth East	From:		usta County I ridge County													
81) (64)	Augusta Count		23000	Α	70%	1%	1%	1%	26%	2%	С	0.126			21000	A
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	45000	Α	71%	1%	1%	1%	25%	2%	С	0.114	Α	0.524	42000	,
	To	IIS 11 Lee	Jackson Men	norial E	łwy											
lorth East	From:					10/	10/	40/	000/	00/	_	0.100			01000	
81 64	Augusta Count	•	23000	A	70%	1%	1%	1%	26%	2%		0.123		0.540	21000	/
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	46000	Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.546	43000	ŀ
orth East	To: From:	07-65	54 White Hill	l Rd												
81) (64)	Augusta County	ty 2.47	25000	G	70%	1%	1%	1%	26%	2%	F	0.122			24000	(
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	50000	G	71%	1%	1%	1%	25%	2%	F	0.107	Α	0.55	48000	(
	Tα		SR 262													
lorth East	From:	1.01		_	700/	10/	10/	40/	000/	00/	_	0.074			01000	,
81 64	Augusta County	•	33000	G	70%	1%	1%	1%	26%	2%		0.074	_	0.500	31000	
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	64000	G	70%	1%	1%	1%	25%	2%	F	0.084	F	0.588	59000	(
orth	To- From:	I-64 N	North Interch	ange												
81)	Augusta County	ty 1.14	28000	В	75%	1%	1%	1%	21%	2%	F	0.099			28000	Е
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	57000	В	74%	1%	1%	1%	22%	2%	F	0.098	Α	0.526	56000	E
	Tα	US 25	50 Jefferson	Hwv												
orth	Augusta Count				750/	10/	10/	10/	010/	00/	_	0.100			07000	
81	Augusta Count	,	27000	A	75%	1%	1%	1%	21%	2%	F	0.102	^	0.500	27000	F
	Combined Traffic Estimates for 2 Parallel Ro	bauways on this Houte:	55000	Α	74%	1%	1%	1%	22%	2%	۲	0.097	Α	0.563	54000	ŀ
lorth	To: From:	SR 262 W	oodrow Wils	son Pkv	vy											
81)	Augusta County	2.08	28000	Α	75%	1%	1%	1%	21%	2%	F	0.102			27000	F
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	55000	Α	74%	1%	1%	1%	22%	2%	F	0.097	Α	0.518	54000	A
	To:	07-61	2 Laurel Hil	ll Rd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
orth	From:		12 Laurel H													
1)	Augusta County	7.73	27000	Α	75%	1%	1%	1%	21%	2%	F	0.104			26000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	53000	Α	74%	1%	1%	1%	22%	2%	F	0.098	Α	0.510	52000	
rth	To: From:	SR 25	6 Weyers C	ave Rd												
11)	Augusta County	1.84	27000	Α	75%	1%	1%	1%	21%	2%	F	0.100			27000	
)	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	54000	Α	74%	1%	1%	1%	22%	2%	F	0.099	Α	0.581	53000	
	To:		ngham Coun													
rth	Rockingham County	Augi 2.94	usta County 27000	Line A	75%	1%	1%	1%	21%	2%	_	0.100			27000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on	_		A	73 <i>%</i> 74%	1%	1%	1%	22%	2%	F	0.100	Α	0.581	53000	
	Combined Traine Estimates for 21 araner floadways on				7470	1 /0	1 /0	1 /0	ZZ /0	2 /0	'	0.033	^	0.301	33000	
rth	From:		Friedends C	Curch Rd												
31)	Rockingham County	2.61	27000	Α	75%	1%	1%	1%	21%	2%	F	0.103			27000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	54000	Α	74%	1%	1%	1%	22%	2%	F	0.097	Α	0.503	53000	
orth	To: From:	SC	L Harrisonb	urg												_
31)	City of Harrisonburg (Maint: 82)	0.50	27000	Α	75%	1%	1%	1%	21%	2%	F	0.103			27000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	54000	Α	74%	1%	1%	1%	22%	2%	F	0.097	Α	0.503	53000	
	To	US 1	1, South Ma	ain St												
orth	City of Harrisonburg (Maint: 82)	2.83	27000	Α	75%	1%	1%	1%	21%	2%	С	0.104			27000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on			A	73 <i>%</i> 74%	1%	1%	1%	22%	2%	С	0.104	Α	0.526	54000	
	Tallet Traffic Estimates for 21 araner froadways on		3 Port Repui		7470	1 /0	1 /8	1 /0	ZZ /0	2 /0	O	0.033	^	0.520	34000	
rth	From:		Port Repub													
31)	City of Harrisonburg (Maint: 82)	1.51	27000	G	75%	1%	1%	1%	21%	2%	F	0.105			26000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	54000	G	74%	1%	1%	1%	22%	2%	F	0.098	Α	0.540	53000	
orth	To: From	US	33, E Mark	et St												_
31)	City of Harrisonburg (Maint: 82)	1.60	25000	Α	75%	1%	1%	1%	21%	2%	F	0.114			24000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	50000	Α	74%	1%	1%	1%	22%	2%	F	0.102	Α	0.543	47000	
	To	NC	L Harrisont	ourg												
orth	Rockingham County	2.48	25000		75%	1%	1%	1%	21%	2%	_	0.114			24000	
<u>B1</u>	Combined Traffic Estimates for 2 Parallel Roadways on			A A	75% 74%	1%	1%	1%	22%	2%		0.114	Α	0.543	47000	
	Combined Trainic Estimates for 2 Faraner Hoadways on				74/0	1 /0	1 /0	1 /0	22 /0	2/0	'	0.102	^	0.545	47000	
orth	From:	US 1	1, N Valley	Pike												_
31)	Rockingham County	6.51	24000	Α	75%	1%	1%	1%	21%	2%	F	0.114			23000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	49000	Α	74%	1%	1%	1%	22%	2%	F	0.102	Α	0.578	46000	
orth	Tor From: US 11,	Lee Jackson M	emorial Hw	y; SR 25	9 Maylan	d Rd										_
31)	Rockingham County	6.12	22000	Α	75%	1%	1%	1%	21%	2%	F	0.121			20000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	43000	Α	74%	1%	1%	1%	22%	2%	F	0.108	Α	0.531	40000	
	To:		ndoah Coun	ty Line												

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	ī Q
orth	From:		ngham Coun													
1)	Shenandoah County	0.84	22000	Α	75%	1%	1%	1%	21%	2%	F	0.121			20000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	43000	Α	74%	1%	1%	1%	22%	2%	F	0.108	Α	0.531	40000	
orth	To: From:	US 2	211 Old Cro	ss Rd												
31)	Shenandoah County	0.08	20000	G	75%	1%	1%	1%	21%	2%	F	0.070			19000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	39000	G	74%	1%	1%	1%	22%	2%	F	0.071	F	0.505	38000	
orth	To: From:	SC	L New Mar	rket												
31)	Town of New Market (Maint: 85	5) 0.85	20000	G	75%	1%	1%	1%	21%	2%	F	0.070			19000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	39000	G	74%	1%	1%	1%	22%	2%	F	0.071	F	0.505	38000	
	To	N(CL New Mai	rket			—									
orth 1	Shenandoah County	3.27	20000	G	75%	1%	1%	1%	21%	2%	F	0.070			19000	
31)	Combined Traffic Estimates for 2 Parallel Roadways			G	74%	1%	1%	1%	22%	2%	F	0.071	F	0.505	38000	
	та		730 Caverns		, ,	. , •		. , 0			•	0.07	•	0.000		
orth	Prom:				750/	40/	40/	40/	040/	00/	_	0.400			00000	
31	Shenandoah County	4.42	21000	A	75%	1% 1%	1%	1%	21%	2% 2%	F F	0.122	۸	0.500	20000	
	Combined Traffic Estimates for 2 Parallel Roadways			Α	74%	170	1%	1%	22%	2%	Г	0.109	Α	0.533	40000	
orth	To: From:	SR 2	292 Conicvil	le Rd												_
31)	Shenandoah County	3.93	22000	Α	75%	1%	1%	1%	21%	2%	F	0.117			21000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	45000	Α	74%	1%	1%	1%	22%	2%	F	0.105	Α	0.508	42000	
orth	T _o . From:	85-61	4 South Mid	ldle Rd												_
11)	Shenandoah County	1.72	20000	G	75%	1%	1%	1%	21%	2%	F	0.072			20000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	39000	G	74%	1%	1%	1%	22%	2%	F	0.071	F	0.529	38000	
arth	To: From:	SR 18	5 Stoney Cr	eek Rd												
orth 1	Shenandoah County	3.72	22000	Α	75%	1%	1%	1%	21%	2%	F	0.117			21000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	44000	Α	74%	1%	1%	1%	22%	2%	F	0.106	Α	0.612	41000	
	Tα	St	CL Woodsto	ock												
orth 31	Town of Woodstock (Maint: 85		22000	Α	75%	1%	1%	1%	21%	2%	E	0.117			21000	
81)	Combined Traffic Estimates for 2 Parallel Roadways	,		A	73 % 74%	1%	1%	1%	22%	2%	F	0.117	Α	0.612	41000	
	Tolliance Traine Estimates for 2 Farance Hoadways				7 7 70	1 /0	1 70	1 /0	<i>LL</i> /0	270	'	0.100	^	0.012	41000	
orth	From		42 Reservoi								_					
1)	Town of Woodstock (Maint: 85	•	22000	G	75%	1%	1%	1%	21%	2%	F	0.071	_	0.54	22000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	46000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.51	45000	
orth	To: From:	No	CL Woodsto	ock												_
31)	Shenandoah County	6.68	22000	G	75%	1%	1%	1%	21%	2%	F	0.071			22000	
\sim	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	46000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.51	45000	

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

							Trı.	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT Q	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. C
orth	From:	85-651 M	ount Olive Ro												
31)	Shenandoah County		4000 A	75%	1%	1%	1%	21%	2%	F	0.113			23000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 48	8000 A	74%	1%	1%	1%	22%	2%	F	0.102	Α	0.54	46000	
orth	To: From:	SR 55 John	n Marshall Hv	У											_
31)	Shenandoah County	1.75 26	6000 A	75%	1%	1%	1%	21%	2%	F	0.114			25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 5	2000 A	74%	1%	1%	1%	22%	2%	F	0.100	Α	0.545	50000	
	та	τ	JS 11												
orth	Shenandoah County	0.48 28	8000 F	75%	1%	1%	1%	21%	2%	F	0.111			27000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on this			74%	1%	1%	1%	22%	2%	F	0.100	Α	0.569	53000	
		ederick County			1 70		1 /0	<i>LL</i> /0	270	•	0.100	, ·	0.000	00000	
rth		nandoah Coun	-												
31)	Shenandoah County (Maint: 34)	0.43 28	8000 F	75%	1%	1%	1%	21%	2%	F	0.111			27000	
	Combined Traffic Estimates for 2 Parallel Roadways on this			74%	1%	1%	1%	22%	2%	F	0.100	Α	0.569	53000	
ıt.	To:		County Line												
orth 31	Warren County (Maint: 34)		h County Lin	75%	1%	1%	1%	21%	2%	F	0.111			27000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on this		6000 F	74%	1%	1%	1%	22%	2%	F	0.100	Α	0.569	53000	
	Tal		rick County L		1 /0	170	1 /0	<i>LL</i> /0	270	'	0.100	^	0.505	33000	
orth	From:		en County Li												_
1	Frederick County	1.96 2 7	7000 B	79%	1%	1%	1%	17%	1%	F	0.092			26000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 53	3000 B	80%	1%	1%	1%	16%	1%	F	0.091	Α	0.51	52000	
rth.	To: From:	34-627	Reliance Rd												
orth 31	Frederick County	4.54 26	6000 A	79%	1%	1%	1%	17%	1%	F	0.096			27000	
5)	Combined Traffic Estimates for 2 Parallel Roadways on this			80%	1%	1%	1%	16%	1%	F	0.096	Α	0.517	53000	
	То		ephens City												
orth	From:			700/	40/	40/	40/	470/	40/	_	0.000			07000	
31)	Town of Stephens City (Maint: 34)		6000 A	79%	1%	1%	1%	17%	1%	-	0.096		0.547	27000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 5	3000 A	80%	1%	1%	1%	16%	1%	F	0.096	Α	0.517	53000	
orth	Fron: SR 2	277 Fairfax Pik	ke; NCL Step	nens City											
31)	Frederick County	3.05 29	9000 A	79%	1%	1%	1%	17%	1%	F	0.094			29000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 5	7000 A	80%	1%	1%	1%	16%	1%	F	0.094	Α	0.533	57000	
	To	<u> </u>	SR 37												
orth	From L.			700/	40/	10/	10/	170/	10/	_	0.000			00000	
11	Frederick County		5000 A	79%	1%	1%	1%	17%	1%	-	0.093		0.550	26000	
-	Combined Traffic Estimates for 2 Parallel Roadways on this	Houte: 51	1000 A	80%	1%	1%	1%	16%	1%	F	0.092	Α	0.556	51000	
orth	Toe From:	US 17, US 5	Millwood A	ve											_
31)	Frederick County	1.81 3 3	3000 F	79%	1%	1%	1%	17%	1%	С	0.098			34000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 6!	5000 F	80%	1%	1%	1%	16%	1%	С	0.096	Α	0.507	66000	
	To:		Vinchester												

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

		·						Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	SC	CL Winchest	er												
(81)	City of Winchester	(Maint: 34) 0.07	33000	F	79%	1%	1%	1%	17%	1%	С	0.098			34000	F
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	F	80%	1%	1%	1%	16%	1%	С	0.096	Α	0.507	66000	F
North	To: From	NO	CL Winchest	ter												
North 81	Frederick Co	ounty 0.09	33000	F	79%	1%	1%	1%	17%	1%	С	0.098			34000	F
(81)	Combined Traffic Estimates for 2 Parallel	•		F	80%	1%	1%	1%	16%	1%	С	0.096	Α	0.507	66000	F
	To		Berryville	Dilea						.,.						-
North	From:										_					
81	Frederick Co	•	29000	G	79%	1%	1%	1%	17%	1%	-	0.087	_	0.500	30000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	G	80%	1%	1%	1%	16%	1%	F	0.08	F	0.529	61000	G
North	To: From:	US 11	Martinsburg	g Pike												
(81)	Frederick Co	ounty 3.14	25000	Α	74%	1%	1%	1%	22%	2%	F	0.102			25000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	50000	Α	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.526	50000	Α
	To	34-6	72 Hopewel	1 Rd			<u> </u>									
North	Frederick Co		24000	Α	74%	1%	1%	1%	22%	2%	С	0.102			25000	Α
81	Combined Traffic Estimates for 2 Parallel	,		A	74 % 75%	1%	1%	1%	21%	2%	С	0.102	Α	0.536	50000	A
	Combined Tranic Estimates for 2 Parallel				1376	1 /0	1 /0	1 /0	21/0	2/0	C	0.034	^	0.550	30000	^
North	To: From:		9 Rest Chur	ch Rd												
81)	Frederick Co	•	24000	Α	74%	1%	1%	1%	22%	2%	F	0.098			24000	Α
\smile	Combined Traffic Estimates for 2 Parallel			Α	75%	1%	1%	1%	21%	2%	F	0.094	Α	0.51	48000	Α
	To:	West	Virginia Stat	e Line												
North	From:		h to Welcon													
81 Bristol Welcome Center	Washington C		660	Α	97%	1%	1%	0%	1%	0%	С	0.180			560	Α
North	From:	Enter Welco Exit Welco	ome Center I													
81 Bristol Welcome Center	Washington C		660	A	97%	1%	1%	0%	1%	0%	С	0.180			560	Α
	To:		from Welco	me Cen	ter											
North	From:		I-81 North													
81 Ramp I-81 N Exit 1	City of Bristol (M	aint: 95) 0.27	1900	G								0.105			1900	G
$\overline{}$	To:	US 5	8 W, US 42	1 W												
North	From:		I-81 North													
(81) Ramp I-81 N Exit 3 to I-3	381 S City of Bristol (M		620	G	96%	0%	1%	0%	2%	0%	F	0.116			650	G
~	To:		I-381 South				<u></u> _									
North	From:		I-81 North									0.404			4666	
Ramp I-81 N Exit 5 to U	S 11, US 19 City of Bristol (M		4300	G								0.104			4300	G
~	10:		JS 11, US 19	9												
North Roma L 91 N Evit 7 to O	From:		I-81 North									0.007			6600	_
Ramp I-81 N Exit 7 to O	ld Airport Rd City of Bristol (M		6600	G d								0.087			6600	G
_	10.	0	ld Airport R	.a												

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor QK	Dir Factor	AAWDT	QW
North Ramp I-81 N Exit 10 to F-310	Washington County	I-81 North 0.12 2700 G FR-310 Exit 10 Rd							0.104		2700	G
North Ramp I-81 N Exit 10 to 95-611	Fron: Washington County ™	I-81 North 0.16 1600 G 95-611 Spring Creek Rd							0.109		1600	G
North 81 Abingdon Rest Area Ramp	From: Washington County	I-81 North to Rest Area 0.08 950 G Enter Rest Area Parking Lo	ıt						0.083		950	G
North Abingdon Rest Area Ramp	Front Washington County Tα	Exit Rest Area Parking Lo 0.09 950 G I-81 North from Rest Area	i						0.083		950	G
North Ramp I-81 N Exit 14 to SR-140; 95-647	Fron: Washington County ™	I-81 North 0.17 5000 G 95-647 Old Jonesboro Rd							0.105		5000	G
North Ramp I-81 N Exit 17 to SR-75	Fron: Washington County ™	I-81 North 0.12 4200 G SR 75 Cummings St; Green Spri	79% ng Rd	1%	1% 1%	18%	1%	F	0.101		4400	G
North Ramp I-81 N Exit 19 to US 11, US 58	Fron: Washington County ™	I-81 North 0.25 6400 G US 11, US 58							0.097		6400	G
North Ramp I-81 N Exit 22 to 95-704	Fron: Washington County ™	I-81 North 0.32 1700 G 95-704 Enterprise Rd	83%	1%	1% 2%	14%	0%	F	0.084		1800	G
North Ramp I-81 N Exit 24 to SR-80	Fron:_ Washington County ™	I-81 North 0.22 890 G SR 80 Glennbrook Ave							0.137		890	G
North Ramp I-81 N Exit 26 to 95-737	Fron: Washington County To	I-81 North 0.12 1200 G 95-737 College Dr							0.137		1200	G
North Ramp I-81 N Exit 29 to SR 91	Washington County	I-81 North 0.14 4000 G SR 91							0.102		4000	G
North 81 Ramp I-81 N Exit 32 to US 11	From: Washington County	I-81 North 0.12 410 G US 11 Lee Highway							0.155		410	G
North Ramp I-81 N Exit 35 to SR 107	Town of Chilhowie (Maint: 86)	I-81 North 0.11 2900 G SR 107 White Top Ave							0.106		2900	G
North 81 Ramp I-81 N Exit 39 to US 11	Smyth County	I-81 North 0.12 960 G US 11 Lee Highway							0.104		960	G

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

		Filliary and interstate houtes	
Route	Jurisdiction	Length AADT QA 4Tire Bu	s 2Axle 3+Axle 1Trail 2Trail Factor Factor AAWDT Q\
North Ramp I-81 N Exit 44 to US 11	Smyth County	I-81 North 0.32 1500 G US 11 Lee Highway	0.111 1500 G
North 81 Ramp I-81 N Exit 45 to SR 16	Town of Marion (Maint: 86)	I-81 North 0.15 2100 G SR 16 S Commerce St	0.122 2100 G
North 81 Ramp I-81 N Exit 47 to FR-10	Smyth County	I-81 North 0.12 1600 G FR-10	0.131 1600 G
North (81) Ramp I-81 N Exit 50 to 86-622	Smyth County	I-81 North 0.15 1500 G 86-622 Nicks Creek Rd	0.136 1500 G
North (81) Ramp I-81 N Exit 54 to 86-683	Smyth County	I-81 North 0.16 860 G 86-683 Winsor Ave	0.107 860 G
North 81 Ramp I-81 N Exit 60 to SR 90	Wythe County	I-81 North 0.12 850 F SR 90 Main St	0.097 850 F
North 81 Rural Retreat Rest Area Ramp	Wythe County	I-81 North to Rest Area 0.02 NA Enter Rest Area Parking Lot	NA NA
North Rural Retreat Rest Area Ramp	Wythe County	Exit Rest Area Parking Lot 0.02 720 G 97% 0% I-81 North from Rest Area	5 1% 0% 1% 0% C 0.130 720 G
North Ramp I-81 N Exit 67 to US 11	Wythe County	I-81 North 0.11 780 G US 11 W Lee Highway	0.135 780 G
North 81 Ramp I-81 N Exit 70 to US 21; US 58	Town of Wytheville (Maint: 98)	I-81 N 0.19 2200 G US 21; US 58	0.091 2200 G
North 81 Ramp From I-81 N Exit 72 to I-77 N at Exit 4	Town of Wytheville (Maint: 98)	I-81 North 0.54 2600 F 77% 1% I-77 North	5 1% 1% 19% 1% F 0.09 2200 F
North 81 Ramp I-81 N Exit 73 to US 11	Town of Wytheville (Maint: 98)	I-81 North 0.11 1200 G US 11	0.092 1200 G
North (81) Ramp I-81 N Exit 77 to FR 42; FR 326	Wythe County	I-81 North 0.09 4300 G FR 42 and FR 326	0.083 4300 G
North Ramp I-81 N Exit 80 to US-52; SR 121	Wythe County	I-81 North 0.12 3000 G US 52; SR 121	0.093 3000 G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT	QW
North Ramp	Wythe County	I-81 North 0.14 1700 G 98-619 Major Grahams Rd	0.082	1700	G
North Ramp	Wythe County	I-81 North 0.11 520 F 98-618 Reed Creek Dr	0.096	520	F
North Ramp I-81 N Exit 89A to SR 100 S	Pulaski County	I-81 N 0.21 250 G SR 100	0.128	250	G
North Ramp I-81 N Exit 89B to US 11 N	Pulaski County	I-81 North 0.15 290 G US 11 Lee Highway	0.142	290	G
North Ramp I-81 N Exit 92 to FR 47; FR 327	Pulaski County	I-81 North 0.15 230 G FR 47; FR 327	0.106	230	G
North Ramp I-81 N Exit 94A to FR 47	Pulaski County	I-81 North 0.10 330 G FR 47 Kirby Rd	0.091	330	G
North Ramp I-81 N Exit 94B to SR 99	Pulaski County	I-81 North 0.15 1100 G SR 99 Count Pulaski Dr	0.144	1100	G
North 100 Ramp I-81 N Exit 98 to SR 100 N	Pulaski County	I-81 N 0.21 3300 G SR 100	0.132	3300	G
North 81 Ramp I-81 N Exit 101 to 77-660	Pulaski County	I-81 North 0.20 1500 G 77-660 State Park Rd	0.088	1500	G
North Radford Rest Area Ramp	Montgomery County	I-81 North to Rest Area 0.04 NA Enter Rest Area Parking Lot	NA	NA	
North 81 Radford Rest Area Ramp	Montgomery County T∝	Exit Rest Area Parking Lot 0.06		1400	G
North 81 Ramp I-81 N Exit 101 to SR 177	Montgomery County	I-81 North 0.18 2300 G SR 177 Tyler Rd	0.093	2300	G
North 81 Ramp I-81 N Exit 101 to SR 8	Town of Christiansburg (Maint: 60)	I-81 North 0.10 2400 G SR 8 W Main St	0.105	2400	G
North Ramp	Town of Christiansburg (Maint: 60)	I-81 North Exit 118 Collector Rd 0.23 900 G Parkway Drive	0.162	900	G

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

		Primary and interstate Routes					
Route	Jurisdiction	Length AADT QA 4Tire Bu	s 2Axle 3+Axle 1	\cap	K QK Dir Factor Factor	AAWDT	QW
North	From:	I-81 North Exit 118 Collector Rd					
(81) Ramp	Town of Christiansburg (Maint: 60				0.185	3300	G
	To:	US 460					
NI- al-	From		-				
North	Town of Christianshurs (Maint: 60	I-81 North Exit 118 Collector Rd			0.070	7000	G
(81) (460) Ramp	Town of Christiansburg (Maint: 60				0.073	7000	G
	10:	US 11 Roanoke St					
North	From:	I-81 North					
81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0) 0.33 26000 G			0.096	26000	G
	To:	I-81 North Exit 118A					
North	From:	I-81 North Exit 118A Ramp					
(81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0) 0.15 25000 G			0.096	25000	G
	To:	Ramp from US 460					
North	From:	US 460-E124B					
(81) (460) I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0) 0.14 NA			NA	NA	
	To	(01 M110D TO DT 40000 DADWINAN DDWT					
North	From:	-81-N118B TO RT 46000- PARKWAY DRIVE					
(81) (460) I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0) 0.15 NA			NA	NA	
		·					
North	From:	60-99027-N000A FROM PARKWAY DRIVE					
(81) (460) I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0) 0.58 NA			NA	NA	
01) (400)	-	·					
North	From:	I-81-N118C					
(81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0) 0.12 NA			NA	NA	
(01)	-						
North	To: From:	US 11-N121B FROM RT 11					
(81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0) 0.28 NA			NA	NA	
(81)							
North	From:	US 11-S121B FROM RT 11					
(81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0) 0.36 NA			NA	NA	
(81) . 3 303013		B1-N END COLLECTOR ROAD00- RTS 460 PA					
North	From:	I-81 North					_
(81) Ramp I-81 N Exit 128 to 60-603	Montgomery County	0.14 870 G			0.104	870	G
<u> </u>	To:	60-603 Northfork Rd					
North	From:	I-81 North to Rest Area					
(81) Ironto Rest Area Ramp	Montgomery County	0.03 790 G			0.101	790	G
01)	та:	Enter Rest Area Parking Lot			- 		
North	From:	Exit Rest Area Parking Lot					
(81) Ironto Rest Area Ramp	Montgomery County	0.03 1300 G 78% 19	 6 1% 0% 1	19% 0% C	0.116	1300	G
01)	Tα	I-81 North from Rest Area	7	2,2 2,0 0	-::: =	. 500	<u></u>
North	From	I-81 North					_
(81) Ramp	Roanoke County	0.17 660 G			0.116	660	G
$\overline{}$	Tor	80-647 Dow Hollow Rd					
North	From:	I-81 North					
(81) Ramp	Roanoke County	0.23 2300 G			0.098	2300	G
(I)	Tα	SR 112 Wildwood Rd				_500	<u></u>
	l l	SK 112 Willwood Ku					

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

Route	Jurisdiction	Length AADT OA ATire Rue	Truck QC K QK Dir PAxle 3+Axle 1Trail 2Trail Factor Factor	AAWDT (QW
North 81 Ramp	Roanoke County	I-81 North 0.17 2300 G SR 311 Thompson Memorial Dr	0.125	2300	G
North Ramp	Roanoke County	I-81 North 0.20 2400 G SR 419 Electric Rd	0.102	2400	G
North Ramp	Roanoke County	I-81 North	1% 1% 5% 0% C 0.126	5700	G
North Scale Ramp	Botetourt County	I-81 North 0.46 5600 G I-81 North	0.063	5600	G
North Ramp I-81 N Exit 150A to ALT SR 220	Botetourt County	I-81 North 0.14 3100 G ALT SR 220 Cloverdale Rd	0.09	3100	G
North (220) Ramp I-81 N Exit 150B to US 11	Botetourt County	I-81 North 0.18 6500 G US 11 Lee Highway	0.141	6500	G
North Ramp I-81 N Exit 156 to 11-640	Botetourt County	I-81 North 0.19 1100 G 11-640 Brughs Mill Rd	0.152	1100	G
North Ramp I-81 N Exit 162 to US 11	Botetourt County	I-81 North 0.11 1100 G US 11 Lee Highway	0.129	1100	G
North Ramp I-81 N Exit 168 to 11-614	Botetourt County	I-81 North 0.14 620 G 11-614 Arcadia Rd	0.111	620	G
North Ramp I-81 N Exit 175 to US 11	Rockbridge County	I-81 North 0.14 790 G US 11 S Lee Highway	0.101	790	G
North Ramp I-81 N Exit 180 to US 11	Rockbridge County	I-81 North 0.18 500 G US 11 S Lee Highway	0.113	500	G
North Ramp I-81 N Exit 188A to US 60 E	Rockbridge County	I-81 North 0.24 900 G US 60 E, Midland Trail	0.107	900	G
North Ramp I-81 N Exit 188B to US 60 W	Rockbridge County	I-81 North 0.21 910 G US 60 W, Midland Trail	0.101	910	G
North 81 Ramp From I-81 N Exit 191 to I-64 W at Exit 56	Rockbridge County	I-81 North	1% 1% 21% 0% F 0.101	2600	G

5/2/2016

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

Route	Jurisdiction	Length AADT OA ATire Rue	Truck QC K Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT	QW
North Ramp I-81 N Exit 195A to US 11 S	Rockbridge County	I-81 North 0.23 1400 G US 11 N Lee Highway	0.122	1400	G
North Ramp I-81 N Exit 200 to 81-710	From: Rockbridge County To	I-81 North 0.18 820 G 81-710 Sterrett Rd	0.089	820	G
North Ramp I-81 N Exit 205 to 81-606	Rockbridge County	I-81 North 0.13 2700 G 81-606 Raphine Road	0.072	2700	G
North 81 Ramp I-81 N Exit 213 to US 11	Augusta County	I-81 North 0.17 1200 G US 11 Lee Jackson Hwy	0.089	1200	G
North Ramp I-81 N Exit 217 to 07-654	From: Augusta County Tot	I-81 North 0.22 580 G 07-654 White Hill Rd	0.095	580	G
North Ramp I-81 N Exit 222 to US 250	Augusta County	I-81 North 0.18 5300 G I-81 North Exit 222B to US 250 West	0.102	5300	G
North Ramp I-81 N Exit 222 to US 250	Augusta County	I-81-N222B TO RT 250 WEST 0.04 NA US 250 FROM RT 81 NORTH	NA	NA	
North Ramp I-81 N Exit 222 to US 250 E	Augusta County	Ramp I-81 N222A 0.04 NA US 250 E	NA	NA	
North Ramp I-81 N Exit 225 to SR 275	From: Augusta County To	I-81 North 0.28 3000 G SR 275	0.100	3000	G
North Ramp I-81 N Exit 227 to 07-612	Augusta County	I-81 North 0.18 3500 G I-81 North Exit 227B To 07-612 West	0.107	3500	G
North Ramp I-81 N Exit 227 to 07-612	Augusta County	I-81-N227B TO RT 612 WEST 0.03 NA 07-612 FROM & TO RT 81	NA	NA	
North Ramp I-81 N Exit 227 to 07-612	Fron: Augusta County To	Ramp I-81 N227A 0.04 NA 07-612 E, Laurel Hill Rd	NA	NA	
North 81 Mt. Sydney Rest Area Ramp	Augusta County	Enter Rest Area Parking Lot		2000	G
North 81 Mt. Sydney Rest Area Ramp	Augusta County	Exit Rest Area Parking Lot 0.16 NA I-81 North from Rest Area	NA	NA	

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

Route	Jurisdiction	Length AADT QA	4Tire Bus		Tru le 3+Axle	-		QC	K Factor	QK F	Dir actor	AAWDT	QW
North (81) Ramp I-81 N Exit 235 to SR 256	Augusta County	I-81 North 0.17 2100 G			ic orraic	THUI	ZIIGII		0.109	<u>.</u>	aotoi	2100	G
North (81) Ramp I-81 N Exit 240 to SR 257	From: Rockingham County	SR 256 Weyers Cave Rd I-81 North 0.19 3300 A	91% 1%	1%	1%	6%	0%	С	0.112			3700	A
North (81) Ramp I-81 N Exit 243	To: From: Rockingham County	SR 257 Friedens Ch Rd I-81 North 0.57 3500 F							0.089			3500	F
North (81) Ramp	From: City of Harrisonburg (Maint: 82)	Ramps I-81 S243A; I-81 243A Ramp I-81 North 0.12 4100 G	to US 11						0.106			4100	G
North (81) Ramp	To: From: City of Harrisonburg (Maint: 82)								0.1			4900	G
North Ramp	City of Harrisonburg (Maint: 82)								0.102			2800	G
North Ramp	From Rockingham County	US 33 W, E Market St I-81 North 0.38 2200 F	. VO 11						0.117			2200	F
North 81 Ramp I-81 N Exit 257 to US 11	From: Rockingham County	Ramps I-81 S251A; I-81 251A Ramp I-81 North 0.21 3200 G	to US 11						0.139			3200	G
North Now Market Rest Area Ramp	From: Rockingham County	US 11 Valley Pike I-81 North to Rest Area 0.06 NA							NA			NA	
North New Market Rest Area Ramp	Front Rockingham County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.06 980 G I-81 North from Rest Area							0.082			980	G
North 81 Ramp I-81 N Exit 264 to US 211	Shenandoah County	I-81 North 0.21 2300 G US 211 W Old Cross Rd							0.109			2300	G
North 81 Ramp I-81 N Exit 269 to 85-730	Shenandoah County	I-81 North 0.13 1000 G 85-730 Caverns Rd							0.134			1000	G
North Ramp I-81 N Exit 273 to SR 292	Shenandoah County	I-81 N 0.21 1800 G SR 292 Conicville Rd							0.084			1800	G
North 81 Ramp I-81 N Exit 277 to 85-614	Shenandoah County	I-81 N 0.18 430 A 85-614 South Middle Rd							0.244			480	Α

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

Route	Jurisdiction	Length AADT OA ATire Rue	Truck	AAWDT QV
North Ramp I-81 N Exit 279 to SR 185	Front: Shenandoah County Toc	I-81 North 0.24 970 G SR 185 Stoney Creek Blvd	0.098	970 G
North Ramp I-81 N Exit 283 to SR 42	From: Shenandoah County τα	I-81 N 0.16 2900 A SR 42 W Reservoir Rd	0.105	2900 A
North Ramp I-81 N Exit 291 to 85-651	From: Shenandoah County T∝	I-81 North 0.20 2400 G 85-651 Mount Olive Road	0.077	2400 G
North 81 Ramp I-81 N Exit 296 to SR 55	Shenandoah County	I-81 N 0.13 930 G SR 55 John Marshall Hwy	0.109	930 G
North Ramp I-81 N Exit 298 to US 11	Shenandoah County	I-81 N 0.15 1600 G US 11 Old Valley Pike	0.117	1600 G
North Ramp I-81 N Exit 302 to 34-627	Frederick County	I-81 N 0.12 1700 G 34-627 Reliance Rd	0.09	1700 G
North Scale Ramp	Frederick County	I-81 N 0.56 5600 G I-81 N	0.061	5600 G
North 81 Ramp I-81 N Exit 307 to SR 277	Frederick County	I-81 N 0.24 2900 G SR 277 Fairfax Pike	0.089	2900 G
North Ramp I-81 N Exit 310 to SR 37	Frederick County	I-81 N 0.17 7900 G 87% 1% SR 37 Winchester Bypass	1% 1% 10% 0% C 0.095	7900 G
North 81 Ramp I-81 N Exit 313 to US 50	Frederick County	I-81 N 0.17 5700 G I-81-N313B TO RT 50 WEST	0.092	5700 G
North Ramp I-81 N Exit 313 to US 50	Frederick County	0.04 NA US 50 US 50- 17B FRO	NA	NA
North Ramp I-81 N Exit 313 to US 50 W	Frederick County	Ramp I-81 N313A 0.09 NA US 50 W, Millwood Pike	NA	NA
North 81 Ramp I-81 N Exit 315 to SR 7	Frederick County	I-81 N 0.14 9600 G I-81-N315B TO RT 7 WEST	0.089	9600 G
North 81 Ramp I-81 N Exit 315 to SR 7	Frederick County	0.05 NA SR 7; 34-659 SR 07-E001B FRO	NA	NA

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

Route		Jurisdiction	l enath	AADT	04	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	
		Grand	Longin		QA.	71110	Duo	2Axle	e 3+Axle	1Trail	2Trail	<u> </u>	Factor		Factor	70,0001	_
rth 1) Ramp I-81 N Ex	xit 315 to SB 7	Frederick County	0.08	I-81 N NA									NA			NA	
) Hamp For IV 2	MIC 010 to 011 1	To:	0.00	SR 7 ?													
th		From:		I-81 North													_
Ramp I-81 N Ex	xit 317 to US 11	Frederick County	0.16	10000	G								0.091			10000	
		To:	US 11	Martinsbur	g Pike												
th ⊃ Dame Lot N.F.	# 001 to 04 070	From:	0.00	I-81 N									0.000			1000	
Ramp I-81 N Ex	xit 321 to 34-672	Frederick County	0.20	1300 72 Hopewe	G II Rd			_					0.096			1300	
th		From:	34-0	I-81 N	ii Ku												=
_	xit 323 to 34-669	Frederick County	0.15	3500	G	70%	1%	2%	1%	25%	0%	С	0.105			3500	
.)		To:	34-66	9 Rest Chur	ch Rd												
ıth		From:	Tenr	nessee State	Line												_
11)		Washington County	1.06	19000	Α	80%	1%	1%	1%	17%	1%	С	0.108			19000	
	Combined Traffic E	Estimates for 2 Parallel Roadways of	on this Route:	39000	Α	78%	1%	1%	1%	18%	1%	С	0.101	Α	0.545	39000	
uth		To: From:		SCL Bristol													_
1)		City of Bristol (Maint: 95)	0.16	19000	Α	80%	1%	1%	1%	17%	1%	С	0.108			19000	
	Combined Traffic E	Estimates for 2 Parallel Roadways o	on this Route:	39000	Α	78%	1%	1%	1%	18%	1%	С	0.101	Α	0.545	39000	
uth		To: From:	US 58, U	S 421 Gate	City Hw	у		\Box \vdash									_
1) (58)		City of Bristol (Maint: 95)	3.58	20000	Α	80%	1%	1%	1%	17%	1%	F	0.105			20000	
	Combined Traffic E	Estimates for 2 Parallel Roadways o	on this Route:	40000	Α	78%	1%	1%	1%	18%	1%	F	0.1	Α	0.525	40000	
		To: From:		I-381													
uth 1) (58)		City of Bristol (Maint: 95)	1.25	24000	G	80%	1%	1%	1%	17%	1%	F	0.082			24000	
1) (30)	Combined Traffic E	Estimates for 2 Parallel Roadways of			G	78%	1%	1%		18%	1%	F	0.083	F	0.563	54000	
		Та		JS 11, US 1	9												
uth		City of Bristol (Maint: 95)	1.99	26000	F	80%	1%	1%	1%	17%	1%	E	0.099			28000	
1) [58]	Combined Traffic F	Estimates for 2 Parallel Roadways of			F	78%	1%	1%		18%	1%	· F	0.093	Α	0.531	55000	
	Combined Traine E	To:		ld Airport R		7070	1 70	- 70	1,0	1070	170	•	0.000		0.001	00000	
uth		From:				000/	40/	401	101	170/	10/		0.404			05000	
58	Combined Troffic F	City of Bristol (Maint: 95) Estimates for 2 Parallel Roadways of	0.50	25000	A	80% 78%	1% 1%	1% 1%	1% 1%	17% 18%	1% 1%	F	0.104 0.095	Α	0.539	25000 51000	
	Combined Tranic E	stimates for 2 Parallel Roadways C			Α	70%	170	170	176	10%	170	Г	0.095	А	0.539	51000	
uth ~~~		From:		NCL Bristo													_
1) (58)	_	Washington County	3.79	25000	Α	80%	1%	1%	1%	17%	1%	F	0.104			25000	
	Combined Traffic E	Estimates for 2 Parallel Roadways of	on this Route:	49000	Α	78%	1%	1%	1%	18%	1%	F	0.095	Α	0.539	51000	
ıth		To: From:		FR-310													_
58		Washington County	1.29	23000	Α	81%	1%	1%	1%	15%	1%	F	0.106			23000	
	Combined Traffic E	Estimates for 2 Parallel Roadways o	on this Route:	46000	Α	80%	1%	1%	1%	17%	1%	F	0.096	Α	0.551	47000	
		To:		1 Spring Cre	ek Rd												

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

							Trı.	ıck			K		Dir		
Route	Jurisdiction Le	ength AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	Fron:	95-611 Spring (reek Rd												
(81) (58)	3,	.93 23000		81%	1%	1%	1%	15%	1%	F	0.085			24000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 48000	G	80%	1%	1%	1%	17%	1%	F	0.085	F	0.504	49000	G
South	To: From:	SR 140 Jonesh	oro Rd												
(81) (58)	Washington County 1	.40 22000	Α	81%	1%	1%	1%	15%	1%	С	0.102			22000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 44000	Α	80%	1%	1%	1%	17%	1%	С	0.096	Α	0.511	45000	Α
O #	To Prov	SCL Abing	don												
South (58)	Town of Abingdon (Maint: 95)	.69 2200 0	Α	81%	1%	1%	1%	15%	1%	С	0.102			22000	Α
(61) (36)	Combined Traffic Estimates for 2 Parallel Roadways on this R			80%	1%	1%	1%	17%	1%	C	0.096	Α	0.511	45000	Α
	то	SR 75 Cumm													
South	Town of Abingdon (Maint: 95)	0.79 2200 0		81%	1%	1%	1%	15%	1%	F	0.08			23000	G
81 58	Combined Traffic Estimates for 2 Parallel Roadways on this R		-	80%	1%	1%	1%	17%	1%	F	0.081	F	0.521	47000	G
	Tol.			00 /0	1 /0		170	17 70	170	•	0.001	•	0.021	47000	ŭ
South 81	From:	NCL Abing		2121				.=		_					
81	9 ,	.97 22000	G	81%	1%	1%	1%	15%	1%	F	0.08			23000	G
	Combined Traffic Estimates for Parallel Roadways on this R										NA			NA	
South	Tee From:	US 11, US 58 I	ee Hwy												
(81)	,	2.59 1800 0		81%	1%	1%	1%	15%	1%	F	0.104			18000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 37000	Α	80%	1%	1%	1%	17%	1%	F	0.096	Α	0.574	37000	Α
South	Tee From:	95-704 Enterp	rise Rd												
(81)	Washington County 2	2.56 1800 0	G	81%	1%	1%	1%	15%	1%	F	0.079			18000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 35000	G	80%	1%	1%	1%	17%	1%	F	0.076	F	0.542	37000	G
Courth	To: From:	SR 80 Glenbro	ok Ave												
South 81	Washington County 1	.47 17000	G	81%	1%	1%	1%	15%	1%	F	0.08			17000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 35000		80%	1%	1%	1%	17%	1%	F	0.075	F	0.556	36000	G
	та	95-737 Colle	ge Dr												
South 81	Washington County 2	2.94 16000		81%	1%	1%	1%	15%	1%	F	0.077			17000	G
81)	Combined Traffic Estimates for 2 Parallel Roadways on this R			80%	1%	1%	1%	17%	1%	' F	0.077	F	0.507	35000	G
	To			0070	. 70		. 70	/0	. 70		0.011		0.507		<u> </u>
South	From	SR 91 Map		0.10/	40/		40/	450/	40/	_	0.070			45000	
81	9 ,	.88 1500 0		81%	1%	1%	1%	15%	1%	F	0.078	_	0.500	15000	G
-	Combined Traffic Estimates for 2 Parallel Roadways on this R			80%	1%	1%	1%	17%	1%	F	0.074	F	0.503	32000	G
South	TOIL	11 Lee Hwy; 95-	751 Fleet	Rd											
South 81	,	.83 14000		81%	1%	1%	1%	15%	1%	F	0.077			15000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this R			80%	1%	1%	1%	17%	1%	F	0.075	F	0.517	31000	G
	Тог	Smyth Count	y Line												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
outh	From:		gton Count	_												
81)	Smyth County	0.92	14000	G	81%	1%	1%	1%	15%	1%	F	0.077	_		15000	(
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	30000	G	80%	1%	1%	1%	17%	1%	F	0.075	F	0.517	31000	(
outh	To From:	SC	CL Chilhow	ie												
81)	Town of Chilhowie (Maint: 86)	0.37	14000	G	81%	1%	1%	1%	15%	1%	F	0.077			15000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	30000	G	80%	1%	1%	1%	17%	1%	F	0.075	F	0.517	31000	
o tho	To From:	SR 10	7 White Top	p Ave			\Box \vdash									
outh 81	Town of Chilhowie (Maint: 86)	0.15	15000	G	81%	1%	1%	1%	15%	1%	F	0.083			15000	
81)	Combined Traffic Estimates for 2 Parallel Roadways of			G	80%	1%	1%	1%	17%	1%	F	0.077	F	0.548	32000	
	To		CL Chilhow	ie												
outh	Smyth County				81%	1%	1%	1%	15%	1%	_	0.083			15000	
81	Combined Traffic Estimates for 2 Parallel Roadways of	3.72	15000	G G	80%	1%	1%	1%	17%	1%	F	0.083	F	0.548	32000	
	Combined Tranic Estimates for 2 Farallel Hoadways of					1 70	1 70	1 70	1770	1 70	Г	0.077	Г	0.546	32000	
outh	To: From:	US 11 Lee Hw	y; 86-645 F	Fox Valle	ey Rd											
81)	Smyth County	3.80	15000	G	81%	1%	1%	1%	15%	1%	F	0.089			16000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	31000	G	80%	1%	1%	1%	17%	1%	F	0.080	F	0.554	33000	
outh	To: From:	US	11 Lee Hv	vy												
81)	Smyth County	1.01	15000	G	81%	1%	1%	1%	15%	1%	F	0.094			15000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	29000	G	80%	1%	1%	1%	17%	1%	F	0.078	F	0.525	30000	
	To	86-730	Washingto	n Ave			<u> </u>									
outh	Smyth County	0.66	15000	Α	81%	1%	1%	1%	15%	1%	F	0.112			15000	
81	Combined Traffic Estimates for 2 Parallel Roadways of			Ā	80%	1%	1%	1%	17%	1%	F	0.112	Α	0.54	31000	
	To To				0070	1 70		1 70	1770	1 70	•	0.100	,,	0.01	0.000	
outh	From:		VCL Marior								_					
81	Town of Marion (Maint: 86)	0.22	15000	Α	81%	1%	1%	1%	15%	1%	F	0.112		0.54	15000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	31000	Α	80%	1%	1%	1%	17%	1%	F	0.103	Α	0.54	31000	
outh	To- From:	E	ECL Marion	1												
81)	Smyth County	0.05	15000	Α	81%	1%	1%	1%	15%	1%	F	0.112			15000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	31000	Α	80%	1%	1%	1%	17%	1%	F	0.103	Α	0.54	31000	
auth	To: From:	S	CL Marion	l												
outh 81	Town of Marion (Maint: 86)	0.90	15000	Α	81%	1%	1%	1%	15%	1%	F	0.112			15000	
	Combined Traffic Estimates for 2 Parallel Roadways of			A	80%	1%	1%	1%	17%	1%	F	0.103	Α	0.54	31000	
	то		6 Commerc													
outh	From:				040/	10/	40/	10/	150/	40/		0.000			1.4000	
81	Town of Marion (Maint: 86)	0.37	14000	G	81%	1%	1%	1%	15%	1%	F	0.089	_	0.500	14000	
	Combined Traffic Estimates for 2 Parallel Roadways o		ICL Marion	G	80%	1%	1%	1%	17%	1%	г	0.081	F	0.538	29000	

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	- QI
South	From:		NCL Marior													
81)	Smyth Cou	•	14000	G	81%	1%	1%	1%	15%	1%	F	0.089			14000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	80%	1%	1%	1%	17%	1%	F	0.081	F	0.538	29000	C
outh	To: From:	FR-1	10 North Ma	in St												
31)	Smyth Cou	nty 2.64	14000	G	81%	1%	1%	1%	15%	1%	F	0.084			14000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	80%	1%	1%	1%	17%	1%	F	0.080	F	0.526	29000	(
	To	86-62	2 Nicks Cre	ek Rd			<u> </u>									
uth	Smyth Cou		13000	Α	81%	1%	1%	1%	15%	1%	F	0.116			13000	,
31	Combined Traffic Estimates for 2 Parallel	•		Ā	80%	1%	1%	1%	17%	1%	F	0.110	Α	0.644	26000	,
	Tollier Traine Estimates for 2 Taraner				0070	1 70	170	1 70	17 70	1 /0	•	0.100	٠,	0.044	20000	,
uth	From:		-683 Winsor													
1	Smyth Cour	•	11000	F	81%	1%	1%	1%	15%	1%	F	0.076	_		11000	
	Combined Traffic Estimates for 2 Parallel			F	80%	1%	1%	1%	17%	1%	F	0.076	F	0.508	23000	
th	To:		the County I yth County I													
uth 1	Wythe Cou		11000	F	81%	1%	1%	1%	15%	1%	F	0.076			11000	
)	Combined Traffic Estimates for 2 Parallel	•		F	80%	1%	1%	1%	17%	1%	F	0.076	F	0.508	23000	
	Tec					. , 0		. , ,	,0	. , ,	•	0.07.0	•	0.000		
ıth	From:	,	8-680 Black	LICK RO												
T)	Wythe Cou	•	14000	Α	81%	1%	1%	1%	15%	1%	F	0.112			13000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	Α	80%	1%	1%	1%	17%	1%	F	0.108	Α	0.528	27000	
th	To: From:	US	11, W Lee I	Hwy												
i)	Wythe Cou	nty 1.08	12000	G	81%	1%	1%	1%	15%	1%	F	0.088			12000	
.)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	G	80%	1%	1%	1%	17%	1%	F	0.095	F	0.533	25000	
	To		CL Wythevil	lle												
uth	Town of Mythovillo				81%	1%	1%	1%	15%	10/	_	0.000			12000	
1	Town of Wytheville Combined Traffic Estimates for 2 Parallel	,	12000	G		1%				1%		0.088	F	0.500	12000	
	Combined Trainic Estimates for 2 Parallel		US 52, N F	G ourth St	80%	170	1%	1%	17%	1%	Г	0.095	Г	0.533	25000	
th	From:		21, N Fourt													
52	Town of Wytheville		12000	G	81%	1%	1%	1%	15%	1%	F	0.105			12000	
9 (3)	Combined Traffic Estimates for 2 Parallel		27000	G	80%	1%	1%	1%	17%	1%	F	0.099	Α	0.649	26000	
	To:	-	77 Wythevil	110												
th North	From:				750/	40/		401	040/	201	_	0.40=			00000	
77 [52]	Town of Wytheville	'	24000	Α	75%	1%	1%	1%	21%	2%	F	0.125			22000	
<i>></i>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	G	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.549	44000	
uth North	To: From:	US	5 11, E Main	St												
1) (77) (11) (52)	Town of Wytheville	(Maint: 98) 0.93	25000	G	75%	1%	1%	1%	21%	2%	С	0.121			24000	
	Combined Traffic Estimates for 2 Parallel			G	74%	1%	1%	1%	22%	2%	C	0.115	Α	0.601	48000	
	Та		CL Wythevi		, •	. , •		. , •	,	_,•	•	2			. 5000	

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

		Primary ar	iu iiileisia	מופ הט	utes											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι			QC	_ K	QK	Dir	AAWDT	QW
	rl		~~ ***				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South North	Wythe County		CL Wythevil 25000	G G	75%	1%	1%	1%	21%	2%	С	0.121			24000	G
81 77 [11] [52]	Combined Traffic Estimates for 2 Parallel Ro			G	74%	1%	1%	1%	22%	2%	С	0.121	Α	0.601	48000	G
	Combined Traine Estimates for 21 drailer for					1 /0	1 /6	1 /0	ZZ /0	2 /0	O	0.113	^	0.001	40000	ч
South North	From:	FR 326; FR 42 C	'hapman Rd;	; FR 43	Lee Hwy											
(81) (77) (11) (52)	Wythe County	2.31	25000	Α	75%	1%	1%	1%	21%	2%	F	0.121			24000	Α
$\circ \circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Ro			Α	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.528	48000	Α
O II N II	To:	SR 121 Max Me														
South North	Wythe County	US 52 Fort Chiswell 0.93	25000	<u> Мах N</u>	75%	1%	1%	1%	21%	2%	F	0.113			24000	Α
81 77 (11)	Combined Traffic Estimates for 2 Parallel Ro			Ā	74%	1%	1%	1%	22%	2%	F	0.112	Α	0.51	49000	A
	Combined Traine Estimates for 21 draint free				7 7 70	1 /0	1 70	1 /0	<i>LL</i> /0	270	•	0.112	^	0.51	+3000	
South	From:	I-7'	7 Fort Chisw	vell												
(81) (11)	Wythe County	3.20	20000	Α	76%	1%	1%	1%	20%	2%	F	0.109			19000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	39000	Α	74%	1%	1%	1%	21%	2%	F	0.102	Α	0.533	38000	Α
0 1	To. From:	98-619	Major Grah	ams Rd			—									
South (81) (11)	Wythe County	1.96	18000	F	76%	1%	1%	1%	20%	2%	F	0.077			17000	F
81 11	Combined Traffic Estimates for 2 Parallel Ro			F	74%	1%	1%	1%	21%	2%	F	0.074	F	0.501	36000	F
	Combined Traine Estimates for 21 draint free	daways on this rioute.			7 7 70	1 /0	1 70	1 /0	2170	270	•	0.074		0.501	30000	
South	From:		98-618													
(81) (11)	Wythe County		20000	Α	76%	1%	1%	1%	20%	2%	F	0.108			20000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Ro			Α	75%	1%	1%	1%	21%	2%	F	0.101	Α	0.511	38000	Α
0 1	To:		ski County l													
South (81) (11)	Pulaski County		the County I 20000	A A	76%	1%	1%	1%	20%	2%	F	0.108			20000	Α
(81) (11)	Combined Traffic Estimates for 2 Parallel Ro	•		Ā	75%	1%	1%	1%	21%	2%	F	0.101	Α	0.511	38000	Α
	Johnshied Hallo Estimates for 21 drainfile					1 /0	- 170	1 /0	2170	270	•	0.101	, ·	0.011	00000	,,
South	From:	US 11 Lee I	Hwy; SR 100	0 Wyso												
(81) (100)	Pulaski County	,	20000	Α	76%	1%	1%	1%	20%	2%	F	0.111			19000	Α
\circ	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	40000	Α	74%	1%	1%	1%	21%	2%	F	0.101	Α	0.527	40000	Α
Courth	To: From:	FR 47; FR	327 Old Ba	ltimore	Rd											
South (100)	Pulaski County	y 1.91	21000	G	76%	1%	1%	1%	20%	2%	F	0.083			21000	G
(81) (100)	Combined Traffic Estimates for 2 Parallel Ro	•		G	74%	1%	1%	1%	21%	2%	F	0.072	F	0.558	42000	G
	Combined Traine Estimates for 21 draint for				7 4 70	1 /0	- 170	1 /0	2170	270	•	0.072	•	0.000	42000	ď
South	From:		Count Pula	ski Dr												
(81) (100)	Pulaski County	•	20000	Α	76%	1%	1%	1%	20%	2%	F	0.11			20000	Α
\smile	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	41000	Α	74%	1%	1%	1%	21%	2%	F	0.100	Α	0.598	40000	Α
Oth-	To: From:	SR 10	00 Cleburne	Blvd			\Box \vdash									
South 81	Pulaski County	v 2.40	22000	G	76%	1%	1%	1%	20%	2%	F	0.08			22000	G
81)	Combined Traffic Estimates for 2 Parallel Ro	•		G	74%	1%	1%	1%	21%	2%	F	0.073	F	0.531	44000	G
	Tallel No.		60 State Parl		/ 1 /0	1 /0	1 /6	1 /0	4 1/0	£ /0	•	0.073	'	0.551	11 000	u
		77-0	oo orate 1 al	K IXU			l l									

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

								Tru	ıck			K		Dir		
Route	Jurisdiction L	ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	77-66	60 State Par	k Rd			27.00	01717110	TTTGII	Liian		1 dotor		1 40101		
(81)	Pulaski County	3.62	21000	Α	76%	1%	1%	1%	20%	2%	F	0.106			21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	42000	Α	74%	1%	1%	1%	21%	2%	F	0.099	Α	0.543	42000	Α
	Τα	- 0	mery Coun	-												
South	Montgomery County	Pula: 0.61	ski County I 21000	Line A	76%	1%	1%	1%	20%	2%	_	0.106			21000	Α
81	Combined Traffic Estimates for 2 Parallel Roadways on this F			A	76% 74%	1%	1%	1%	21%	2% 2%		0.100	Α	0.543	42000	A
	Combined Trainic Estimates for 2 Faraner Hoadways of this F				7470	1 /0	1 /0	1 /0	21/0	2/0	•	0.055	^	0.545	42000	^
South	From:	SI	R 232 First S	St												
(81)	ů , ,	4.01	21000	Α	76%	1%	1%	1%	20%	2%	F	0.104			21000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	41000	Α	74%	1%	1%	1%	21%	2%	F	0.099	Α	0.515	41000	Α
South	To: From:	SR	177 Tyler I	Rd												
81)	Montgomery County	4.78	22000	Α	76%	1%	1%	1%	20%	2%	С	0.103			22000	Α
01)	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	45000	Α	74%	1%	1%	1%	21%	2%	С	0.097	Α	0.58	45000	Α
	Tα		Riner Rd; M	ain St												
South	From:				700/	40/	40/	40/	000/	00/	_	0.000			05000	_
81	ů , ,	0.03	25000	G	76%	1%	1%	1%	20%	2%	-	0.086	_	0.540	25000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this F	toute:	50000	G	74%	1%	1%	1%	21%	2%	F	0.08	F	0.549	50000	G
South	T _G . From:	SCL	Christiansb	ourg												
(81)	Town of Christiansburg (Maint: 60)	4.27	25000	G	76%	1%	1%	1%	20%	2%	F	0.086			25000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	50000	G	74%	1%	1%	1%	21%	2%	F	0.08	F	0.549	50000	G
0 11	To From	U	S 11, US 46	50			_									
South 81	Town of Christiansburg (Maint: 60)	0.34	23000	G	76%	1%	1%	1%	20%	2%	F	0.118			22000	G
(61)	Combined Traffic Estimates for 2 Parallel Roadways on this F			G	75%	1%	1%	1%	21%	2%	F	0.099	F	0.632	47000	G
	Tol.					. , ,		. , ,	,0	_,,	•	0.000	•	0.002		٥.
South	From:		. Christiansl								_					
81	ů , ,	9.39	23000	G	76%	1%	1%	1%	20%	2%	F -	0.118	_		22000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	47000	G	75%	1%	1%	1%	21%	2%	F	0.099	F	0.632	47000	G
South	To: From:	60-60	03 Northforl	k Rd												
81)	Montgomery County	2.06	25000	Α	76%	1%	1%	1%	20%	2%	F	0.105			24000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	50000	Α								0.097	Α	0.547	50000	Α
	Tα		oke County													
South			omery Coun	-	700/	10/	10/	10/	000/	00/	_	0.105			04000	Α.
81	,	2.03	25000	A	76%	1%	1%	1%	20%	2%	۲	0.105	^	0.547	24000	A
-	Combined Traffic Estimates for 2 Parallel Roadways on this F	route:	50000	Α								0.097	Α	0.547	50000	Α
South	To: From:	80-647	Dow Hollo	ow Rd												
81)	Roanoke County	4.40	24000	G	76%	1%	1%	1%	20%	2%	F	0.098			24000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	51000	G	75%	1%	1%	1%	21%	2%	F	0.093	В	0.580	51000	G
i—	To:		SCL Salem													

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	SCL Salem				27 0010	OTTAKE	1 11 Can	ZIII		1 40101		1 40101		
81	City of Salem (Maint: 80) 0.28	24000	G	76%	1%	1%	1%	20%	2%	F	0.098			24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	51000	G	75%	1%	1%	1%	21%	2%	F	0.093	В	0.580	51000	G
	<u></u>	12 Wildwoo	od Rd												
South 81	Toll.			700/	10/	10/	10/	170/	10/	0	0.101			00000	^
(81)	City of Salem (Maint: 80) 0.14	30000	Α	79%	1%	1%	1%	17%	1%	С	0.101		0.554	30000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	60000	Α	79%	1%	1%	1%	17%	1%	F	0.095	Α	0.551	61000	Α
South	To: From:	NCL Salem	l												
(81)	Roanoke County 1.51	30000	Α	79%	1%	1%	1%	17%	1%	С	0.101			30000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	60000	Α	79%	1%	1%	1%	17%	1%	F	0.095	Α	0.551	61000	Α
	Та	SCL Salem													
South	City of Salem (Maint: 80) 0.90	30000	Α	79%	1%	1%	1%	17%	1%	С	0.101			30000	Α
81	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			79% 79%	1%	1%	1%	17%	1%	F	NA			61000	A
	Combined Trainic Estimates for 2 Farantei Hoadways off this Houte.		Α	1970	I 70	1 70	1 70	1770	1 70	Г	INA			61000	А
South	To: From:	NCL Salem	1												
South 81	Roanoke County 0.44	30000	Α	79%	1%	1%	1%	17%	1%	С	0.101			30000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	60000	Α	79%	1%	1%	1%	17%	1%	F	NA			61000	Α
0	Tree SR 311 T	hompson Me	emorial l	Dr		-									
South 81	Roanoke County 1.37	32000	Α	80%	1%	1%	1%	16%	1%	С	0.1			32000	Δ
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Ā	80%	1%	1%	1%	17%	1%	C	0.095	Α	0.528	65000	Α
				00 70	1 /0	- 70	1 70	17 70	1 /0	J	0.000	, ·	0.020	00000	,,
South	Toll.	419 Electric	Rd												
81	Roanoke County 2.21	34000	Α	82%	1%	1%	1%	15%	1%	С	0.099			35000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	81%	1%	1%	1%	15%	1%	С	0.093	В	0.523	71000	Α
Courth	To: From:	I-581, US 22 I-581	.0												
South (220)	Roanoke County 3.15	30000	Α	80%	1%	1%	1%	16%	1%	С	0.1			31000	Α
(81) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	80%	1%	1%	1%	17%	1%	C	0.098	Α	0.529	61000	Α
				0070	. , ,		. , 0	,0	. , ,	Ū	0.000		0.020	0.000	•
South	ron.	115 Plantatio													
(81) {220}	Roanoke County 0.39	26000	F	80%	1%	1%	1%	16%	1%	F	0.089			26000	F
$\smile \smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	80%	1%	1%	1%	17%	1%	F	0.081	F	0.579	52000	F
South		tourt County													
South (220)	Botetourt County 3.17	26000	F	80%	1%	1%	1%	16%	1%	F	0.089			26000	F
01) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	80%	1%	1%	1%	17%	1%	F	0.081	F	0.579	52000	F
	Tα Roanoke Rd;		•		.,,	ΞŤ			. , •						
South	From: US 220 Roanoke	Rd; Alt US	220 Clov	erdale Rd											
South 81	Botetourt County 6.19	22000	G	70%	1%	1%	1%	26%	2%	F	0.075			20000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	69%	1%	1%	1%	27%	2%	F	0.071	F	0.565	37000	G
	To: 11-64	40 Brughs M	ill Rd												

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

	Timaly an	d Interstate	3 1 100				Trı	ıck			K		Dir		
Route	Jurisdiction Length	AADT (QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From: 11-640	0 Brughs Mill	Rd			1	017100	· · · · · ·			1 40101		1 40101		
(81)	Botetourt County 5.49	20000	Α	70%	1%	1%	1%	26%	2%	F	0.118			19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000	Α	69%	1%	1%	1%	27%	2%	F	0.109	Α	0.505	38000	Α
South	From: US 11 Lee H	Iwy, South of	Bucha	nan											
South 81	Botetourt County 5.81	19000	Α	70%	1%	1%	1%	26%	2%	С	0.123			17000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	37000	F	69%	1%	1%	1%	27%	2%	С	0.116	Α	0.535	34000	F
South	To: From: US 11 Lee H	Iwy, North of	Bucha	nan											
81) (11)	Botetourt County 0.88	19000	G	70%	1%	1%	1%	26%	2%	F	0.123			17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	38000	G	69%	1%	1%	1%	27%	2%	F	0.073	F	0.535	36000	G
South	Tor From:	614 Arcadia Ro	.d												
81) (11)	Botetourt County 5.20	19000	Α	70%	1%	1%	1%	26%	2%	F	0.121			17000	Α
$\circ \circ$			Α	69%	1%	1%	1%	27%	2%	F	NA			35000	Α
2 11		ridge County I													
South (11)	Rockbridge County 1.86	ourt County Li 19000	A	70%	1%	1%	1%	26%	2%	F	0.121			17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	69%	1%	1%	1%	27%	2%	F	0.113	Α	0.579	35000	Α
South	To From: US 11 Lee Hwy	y, South of Na	atural I	Bridge											
South 81	Rockbridge County 5.24	19000	G	70%	1%	1%	1%	26%	2%	F	0.078			17000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	69%	1%	1%	1%	27%	2%	F	0.072	F	0.533	34000	G
South	To US 11 Lee Hwy	y, North of Na	atural l	Bridge											
South 81	Rockbridge County 7.97	19000	Α	70%	1%	1%	1%	26%	2%	F	0.119			18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	38000	Α	69%	1%	1%	1%	27%	2%	F	0.113	Α	0.555	35000	Α
South	To From: US 6	0 Midland Tra	ail												
South 81	Rockbridge County 2.67	20000	Α	70%	1%	1%	1%	26%	2%	F	0.118			19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	41000	Α	69%	1%	1%	1%	27%	2%	F	0.111	Α	0.543	38000	Α
South Foot	To From: I-64 S	outh Interchar	nge												
South East 64	Rockbridge County 3.66	23000	Α	71%	1%	1%	1%	24%	2%	F	0.117			21000	Α
(81) (04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.532	42000	Α
	US 11 Lee H	lwy, North of l	Lexing	gton		\neg \vdash									
South East 64	Rockbridge County 5.59	23000	Α	71%	1%	1%	1%	24%	2%	F	0.119			21000	Α
81) (64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	71%	1%	1%	1%	25%	2%	F	0.113	Α	0.54	42000	Α
Davids Fact		710 Sterret Rd	d												
South East 64	Rockbridge County 4.41	22000	Α	71%	1%	1%	1%	24%	2%	F	0.119			21000	Α
01) (04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.559	42000	Α
		06 Raphine R		, •	. , •	Ť	. , •	_3,0	_,~	•				000	•

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

	i iiiiaiy c	and interst	ale Ho	utes			т				1/		D:-		
Route	Jurisdiction Lengtl	n AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
0 1 5 1	From	(0(D 1:	D 1			2AXIE	3+Axle	1 I raii	21raii		Factor		Factor		
South East	Rockbridge County 0.33	-606 Raphine	A A	71%	1%	1%	1%	24%	2%	С	0.119			21000	Α
81 64	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Ā	71%	1%	1%	1%	25%	2%	С	0.114	Α	0.524	42000	Α
		gusta County		7 1 70	1 /0		170	2070	270	O	0.114	, ·	0.02-	42000	,,
South East	From: Rock	dridge Coun	ty Line												
(81) (64)	Augusta County 7.96	23000	Α	71%	1%	1%	1%	24%	2%	С	0.119			21000	Α
\circ	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 45000	Α	71%	1%	1%	1%	25%	2%	С	0.114	Α	0.524	42000	Α
South East	To: From: US 11 Let	e Jackson Me	emorial I	Hwy											
81) (64)	Augusta County 4.64	23000	Α	71%	1%	1%	1%	24%	2%	F	0.119			21000	Α
01) 04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 46000	Α	71%	1%	1%	1%	25%	2%	F	0.112	Α	0.546	43000	Α
		654 White H	:11 D.4												
South East	ron			740/	40/	40/	40/	0.40/	00/	_	0.440			00000	
81 64	Augusta County 2.56	25000	Α	71%	1%	1%	1%	24%	2%	F	0.112		0.55	23000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 50000	G	71%	1%	1%	1%	25%	2%	F	0.107	Α	0.55	48000	G
South East	To From:	SR 262													
(81) (64)	Augusta County 0.51	31000	G	71%	1%	1%	1%	24%	2%	F	0.106			28000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 64000	G	70%	1%	1%	1%	25%	2%	F	0.084	F	0.588	59000	G
	та 1-64	North Interc	hange												
South	Augusta County 1.24	28000	В	73%	1%	1%	1%	23%	2%	_	0.105			28000	В
81	Combined Traffic Estimates for 2 Parallel Roadways on this Route			73% 74%	1%	1%	1%	22%	2%		0.103	Α	0.526	56000	В
			В	74%	170	170	170	22%	2%	Г	0.098	А	0.526	56000	Ь
South	From: US	250 Jefferson	ı Hwy												
South 81	Augusta County 3.36	28000	Α	73%	1%	1%	1%	23%	2%	F	0.103			27000	Α
\circ	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 55000	Α	74%	1%	1%	1%	22%	2%	F	0.097	Α	0.563	54000	Α
0#-	Tro From: SR 262	Woodrow Wi	ilson Pk	wy											
South 81	Augusta County 2.11	27000	Α	73%	1%	1%	1%	23%	2%	F	0.105			27000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Ā	74%	1%	1%	1%	22%	2%	F	0.097	Α	0.518	54000	Α
				7 170	1 70		1,0	/0	270	•	0.007	,,	0.010	0.000	,,
South	From:	612 Laurel H	ıll Rd												
(81)	Augusta County 7.56	26000	Α	73%	1%	1%	1%	23%	2%	F	0.105			26000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 53000	Α	74%	1%	1%	1%	22%	2%	F	0.098	Α	0.510	52000	Α
South	To: From: SR 2	56 Weyers C	ave Rd												
(81)	Augusta County 1.53	27000	Α	73%	1%	1%	1%	23%	2%	F	0.107			26000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	74%	1%	1%	1%	22%	2%	F	0.099	Α	0.581	53000	Α
		ingham Cour		, ,	- , ,	\Box									
South 81		gusta County							_						
(81)	Rockingham County 3.28		Α	73%	1%	1%	1%	23%	2%	F	0.107			26000	Α
\sim	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	74%	1%	1%	1%	22%	2%	F	0.099	Α	0.581	53000	Α
	To: SR 25	7 Friedends C	Curch Ro	1											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	ī Q
uth	From:		Friedends C													
1	Rockingham Count	•	27000	Α	73%	1%	1%	1%	23%	2%	F	0.105			26000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	54000	Α	74%	1%	1%	1%	22%	2%	F	0.097	Α	0.503	53000	
uth	To: From:	SCI	L Harrisonb	ourg												
81)	City of Harrisonburg (Ma	aint: 82) 1.01	27000	Α	73%	1%	1%	1%	23%	2%	F	0.105			26000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	54000	Α	74%	1%	1%	1%	22%	2%	F	0.097	Α	0.503	53000	
	To	US 1	1, South Ma	ain St												
outh	City of Harrisonburg (Ma	aint: 82) 2.63	28000	Α	73%	1%	1%	1%	23%	2%	С	0.105			27000	
31)	Combined Traffic Estimates for 2 Parallel Road	*		A	74%	1%	1%	1%	22%	2%	C	0.099	Α	0.526	54000	
	To To		Port Repul		7 170	170		1 70	LL /0	270	Ū	0.000	,,	0.020	0.000	
uth	From:		•						2221							
31)	City of Harrisonburg (Ma	,	28000	G	73%	1%	1%	1%	23%	2%	F	0.101			27000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	54000	G	74%	1%	1%	1%	22%	2%	F	0.098	Α	0.540	53000	
uth	To: From:	US 3	33, E Marke	et St												_
31)	City of Harrisonburg (Ma	aint: 82) 1.30	25000	Α	73%	1%	1%	1%	23%	2%	F	0.106			24000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	F	0.102	Α	0.543	47000	
مادر	To: From:	NC:	L Harrisonb	ourg												
outh B1	Rockingham Count	ty 2.40	25000	Α	73%	1%	1%	1%	23%	2%	F	0.106			24000	
	Combined Traffic Estimates for 2 Parallel Road	•		Α	74%	1%	1%	1%	22%	2%	F	0.102	Α	0.543	47000	
	Tee	IIS 1	1, N Valley	Pike												
outh	From: L.				700/	10/	10/	10/	000/	00/	_	0.100			00000	
31)	Rockingham Count	,	24000	A	73%	1%	1%	1%	23%	2%	F	0.109	^	0.570	23000	
	Combined Traffic Estimates for 2 Parallel Road			Α	74%	1%	1%	1%	22%	2%	Г	0.102	Α	0.578	46000	
uth	To: From:	US 11, Lee Jackson Me	emorial Hw	y; SR 25	9 Maylan	d Rd										
31)	Rockingham Count	•	21000	Α	73%	1%	1%	1%	23%	2%	F	0.115			20000	
	Combined Traffic Estimates for 2 Parallel Road			Α	74%	1%	1%	1%	22%	2%	F	0.108	Α	0.531	40000	
uth	To: From:		doah Coungham Coun	_												
31)	Shenandoah Count		21000	A	73%	1%	1%	1%	23%	2%	F	0.115			20000	
3.9	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	43000	Α	74%	1%	1%	1%	22%	2%	F	0.108	Α	0.531	40000	
	Tot		L New Mar	·ket												
outh	Town of New Market (Ma		21000	A	73%	1%	1%	1%	23%	2%	_	0.115			20000	
11)	Combined Traffic Estimates for 2 Parallel Roa	,		A	73% 74%	1%	1% 1%	1% 1%	23% 22%	2% 2%		0.115 NA			40000	
	Combined Trainic Estimates for 2 Parallel Road	<u> </u>			1470	1 70	1 70	1 70	ZZ 70	∠70	Г	INA			40000	
outh	To: From:	US 2	11 Old Cros	ss Rd												
31)	Town of New Market (Ma	,	20000	G	73%	1%	1%	1%	23%	2%	F	0.073			18000	
\sim	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	39000	G	74%	1%	1%	1%	22%	2%	F	0.071	F	0.505	38000	

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

		Primary an	iu intersta	ale no	ules							14				—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι	_		QC	_ K	QK	Dir	AAWDT	C
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
outh	Chanandach Caunty		L New Mar		73%	10/	10/	10/	000/	00/	_	0.070			10000	
31)	Shenandoah County	3.51	20000	G		1%	1%	1%	23%	2%	-	0.073	_	0.505	18000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	39000	G	74%	1%	1%	1%	22%	2%	F	0.071	F	0.505	38000	
outh	To: From:	85-7	730 Caverns	Rd												_
31)	Shenandoah County	4.58	22000	Α	73%	1%	1%	1%	23%	2%	F	0.115			20000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	43000	Α	74%	1%	1%	1%	22%	2%	F	0.109	Α	0.533	40000	
	To: From:	SR 2'	92 Conicvill	le Rd			_									
outh B1	Shenandoah County	3.47	22000	Α	73%	1%	1%	1%	23%	2%	F	0.114			21000	
	Combined Traffic Estimates for 2 Parallel Roadway			A	74%	1%	1%	1%	22%	2%	F	0.105	Α	0.508	42000	
	Tori	•			, 0	. , ,		. , 0		_,,	•	01.00	•	0.000	000	
uth	From:		South Mide								_					
11	Shenandoah County	2.19	19000	G	73%	1%	1%	1%	23%	2%	F	0.071			18000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	39000	G	74%	1%	1%	1%	22%	2%	F	0.071	F	0.529	38000	
uth	To: From:	SR 185	5 Stoney Cre	eek Rd												_
31)	Shenandoah County	3.31	22000	Α	73%	1%	1%	1%	23%	2%	F	0.116			20000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	44000	Α	74%	1%	1%	1%	22%	2%	F	0.106	Α	0.612	41000	
	To	SC	CL Woodsto	ck												
uth	Town of Woodstock (Maint: 8		22000		73%	1%	1%	1%	23%	2%	_	0.116			20000	
31	Combined Traffic Estimates for 2 Parallel Roadway	,		A		1%	1%		23%	2% 2%		0.116	Α	0.610	41000	
	Combined Tranic Estimates for 2 Parallel Roadway	•		Α	74%	170	176	1%	22%	270	Г	0.106	А	0.612	41000	
uth	To: From:	SR 4	42 Reservoir	r Rd												_
31)	Town of Woodstock (Maint: 8	,	24000	G	73%	1%	1%	1%	23%	2%	F	0.070			23000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	46000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.51	45000	
	T _G :	NO	CL Woodsto	ck												
outh B1	Shenandoah County	7.17	24000	G	73%	1%	1%	1%	23%	2%	F	0.070			23000	
51)	Combined Traffic Estimates for 2 Parallel Roadway			G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.51	45000	
	Tα		1 Mount Oli													
outh	From:										_					
31)	Shenandoah County	5.29	24000	Α	73%	1%	1%	1%	23%	2%	F	0.111			23000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	48000	Α	74%	1%	1%	1%	22%	2%	F	0.102	Α	0.54	46000	
uth	To: From:	SR 55 J	John Marsha	all Hwy												
1)	Shenandoah County	1.63	26000	Α	73%	1%	1%	1%	23%	2%	F	0.110			25000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	52000	Α	74%	1%	1%	1%	22%	2%	F	0.100	Α	0.545	50000	
	To		US 11													
outh	Shenandoah County	0.07		F	720/	10/	10/	10/	220/	20/	_	0 111			26000	
	Snenandoan County	0.07	28000	г	73%	1%	1%	1%	23%	2%	г	0.111			26000	
31	Combined Traffic Estimates for 2 Parallel Roadway	in an able Devil	56000	F	74%	1%	1%	1%	22%	2%	F	0.100	Α	0.569	53000	

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

								Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. QI
outh	From:	Shenandoah Co														
81)	Shenandoah County (M	Maint: 34) 0.43	28000	F	73%	1%	1%	1%	23%	2%	F	0.111			26000	F
	Combined Traffic Estimates for 2 Parallel Roa	•		F	74%	1%	1%	1%	22%	2%	F	0.100	Α	0.569	53000	
otb	To: From:		ren County I doah Count													
outh 81	L Warren County (Mair		28000	y Line F	73%	1%	1%	1%	23%	2%	F	0.111			26000	
01)	Combined Traffic Estimates for 2 Parallel Roa	,		F	74%	1%	1%	1%	22%	2%	F	NA			53000	
	To:		rick County	-	7 170	1,0		1 70	/0	270	•				00000	
outh	From:		ren County I	Line												
81)	Frederick County	ty 0.26	28000	F	73%	1%	1%	1%	23%	2%	F	0.111			26000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	56000	F	74%	1%	1%	1%	22%	2%	F	0.100	Α	0.569	53000	
	T _O From:		I-66				<u> </u>									
outh 31	Frederick Count	ty 1.95	26000	В	81%	1%	1%	1%	16%	1%	F	0.095			26000	
01)	Combined Traffic Estimates for 2 Parallel Roa	•		В	80%	1%	1%	1%	16%	1%	F	0.091	Α	0.51	52000	
	Tes				0070	. , 0		. , ,	.070	. , ,	•	0.00.		0.0	02000	
outh	From:		27 Reliance	Rd												
31)	Frederick County	ty 4.28	26000	Α	81%	1%	1%	1%	16%	1%	F	0.100			26000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	53000	Α	80%	1%	1%	1%	16%	1%	F	0.096	Α	0.517	53000	
outh	To: From:	SCL	Stephens C	City												
outh 31	Town of Stephens City (N	Maint: 34) 0.10	26000	Α	81%	1%	1%	1%	16%	1%	F	0.100			26000	
51)	Combined Traffic Estimates for 2 Parallel Roa	,		Α	80%	1%	1%	1%	16%	1%	F	0.096	Α	0.517	53000	
	To															
outh	From:		_ Stephens (_					
31)	Frederick Count	•	26000	Α	81%	1%	1%	1%	16%	1%	F	0.100			26000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	53000	Α	80%	1%	1%	1%	16%	1%	F	NA			53000	
outh	To: From:	SR 2	277 Fairfax I	Pike												
81)	Frederick Count	ty 2.95	28000	Α	81%	1%	1%	1%	16%	1%	F	0.102			28000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	57000	Α	80%	1%	1%	1%	16%	1%	F	0.094	Α	0.533	57000	
	Τα		SR 37													
outh	From:	0.50			040/	40/	40/	40/	4.00/	40/	_	0.000			05000	
81	Frederick County	•	25000	Α	81%	1%	1%	1%	16%	1%	-	0.099		0.550	25000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	51000	Α	80%	1%	1%	1%	16%	1%	F	0.092	Α	0.556	51000	
outh	To: From:	US 17, U	S 50 Millwo	ood Ave												_
81)	Frederick County	ty 1.65	32000	F	81%	1%	1%	1%	16%	1%	С	0.097			33000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	65000	F	80%	1%	1%	1%	16%	1%	С	0.096	Α	0.507	66000	
	To:	SC	L Winchest	er												
outh	From:				010/	10/	40/	10/	100/	10/	_	0.007			00000	
81	City of Winchester (Ma		32000	F	81%	1%	1%	1%	16%	1%	С	0.097		0.507	33000	
-	Combined Traffic Estimates for 2 Parallel Roa	adways on this Houte:	65000	F	80%	1%	1%	1%	16%	1%	С	0.096	Α	0.507	66000	

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

									Tru	ıck			K		Dir		
Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South		From:		CL Winchest													
81		Frederick County	0.26	32000	F	81%	1%	1%	1%	16%	1%	С	0.097			33000	F
\smile	Combined Traffic E	stimates for 2 Parallel Road	dways on this Route:	65000	F	80%	1%	1%	1%	16%	1%	С	0.096	Α	0.507	66000	F
South		To: From:	SR 7	Berryville I	Pike												
(81)		Frederick County	2.20	31000	G	81%	1%	1%	1%	16%	1%	F	0.074			31000	G
\bigcirc	Combined Traffic E	stimates for 2 Parallel Road	dways on this Route:	60000	G	80%	1%	1%	1%	16%	1%	F	0.08	F	0.529	61000	G
South		To: From:	US 11	Martinsburg	g Pike												
South 81		Frederick County	3.62	25000	Α	75%	1%	1%	1%	21%	2%	F	0.093			25000	Α
	Combined Traffic E	stimates for 2 Parallel Road	dways on this Route:	50000	Α	75%	1%	1%	1%	21%	2%	F	0.093	Α	0.526	50000	Α
		To	34-6	72 Hopewell	l Rd												
South 81		Frederick County	2.41	25000	Α	75%	1%	1%	1%	21%	2%	С	0.094			25000	Α
(81)	Combined Traffic E	stimates for 2 Parallel Road			A	75%	1%	1%	1%	21%	2%	C	0.094	Α	0.536	50000	Α
		To	<u> </u>	9 Rest Churc													
South		From:				750/	10/	10/	10/	010/	00/	_	0.000			0.4000	٨
81	Combined Troffic F	Frederick County stimates for 2 Parallel Road	0.23	23000	A	75%	1%	1%	1% 1%	21%	2%	F	0.098 0.094	Α	0.51	24000	A A
	Combined Trainic E	to Z Parallel Road	•	Virginia State	e Line	75%	1%	1%	170	21%	2%	Г	0.094	А	0.51	48000	А
South		From:		I-81 South													
	1A to US 58, US 421	City of Bristol (Maint:	95) 0.17	1500	G								0.096			1500	G
		To:	US 58	US 421 East	bound												
South		From:		I-81 South													
Ramp I-81 S Exit	1B to US 58, US 421	City of Bristol (Maint:		1200	G								0.104			1200	G
		10:	US 58	US 421 Wes	tbound												
South Ramp I-81 S Evit	5 to US 11; US 19	City of Bristol (Maint:	95) 0.07	I-81 South 2900	G								0.112			2900	G
Ramp I-81 S Exit	3 10 03 11, 03 19	To:	,	JS 11, US 19									0.112			2900	а
South		From:		I-81 S													
	7 to Old Airport Rd	City of Bristol (Maint:	95) 0.19	5200	Α			•					0.118			5100	Α
$\overline{}$		To:	C	ld Airport R	d												
South		From:		I-81 South													
81 Ramp I-81 S Exit	10 to F-310	City of Bristol (Maint:	95) 0.11	2000	G								0.093			2000	G
<u> </u>		10.		F-310													
South Ramp I-81 S Exit	13 to 95-611	Washington Count	y 0.11	I-81 South 2000	G								0.096			2000	G
61) Hamp For 5 Exit	10 10 00 011	To:		1 Spring Cree									3.000			2000	J
South		From	.,,	I-81 South	*-												
	14 to SR-140; 95-647	Washington Count	y 0.12	3600	G								0.112			3600	G
		To:	SI	R 140; 95-64	7												

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

Davita	1				4T!	D		Tri	uck			K	01/	Dir	A A14/DT	0147
Route	Jurisdiction	n Len	th AAD	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		I-81 Sou		2121				.==.		_					
81 Ramp I-81 S Exit 17 to SR-75	Washington Co				81%	1%	1%	1%	15%	1%	F	0.094			4900	G
	10.		SR 75 Cumn													
South Pown 81 C Fyit 10 to 15 11 15 59	From:	0.0	I-81 Sou		010/	10/	10/	10/	150/	10/	F	0.101			0700	G
81 Ramp I-81 S Exit 19 to US 11, US 58	Washington Co ™	ounty 0.2	4 2600 US 11, U		81%	1%	1%	1%	15%	1%	Г	0.101			2700	G
0 4	E-om-		<i>'</i>													
South (81) Ramp I-81 S Exit 22 to 95-704	Washington Co	ounty 0.1	I-81 Sou 8 1300		83%	1%	1%	2%	14%	0%	F	0.12			1400	G
(81) Hamp For 6 Exit 22 to 30 704	To:		5-704 Enter		00 70	1 /0		270	1470	0 70	•	0.12			1400	ŭ
South	From:		I-81 Sou				l									
(81) Ramp I-81 S Exit 24 to SR-80	Washington Co	ounty 0.0		G								0.192			660	G
(81)b . c . c =	To:	•	R 80 Glennb									•				-
South	From:		I-81 Sou				j									
(81) Ramp I-81 S Exit 26 to 95-737	Washington Co	ounty 0.1		G								0.118			580	G
	To:	•	95-737 Coll													
South	From:		I-81 Sou	ıth												
(81) Ramp I-81 S Exit 17 to SR 91	Washington Co	ounty 0.1					-					0.09			2200	G
	To:		SR 91													
South	From:		I-81 Sou	ıth												
(81) Ramp I-81 S Exit 32 to US 11	Washington Co	ounty 0.2	6 340	G								0.109			340	G
$\overline{}$	To:		US 11 Lee H	ighway												
South	From:		I-81 Sou	ıth												
(81) Ramp I-81 S Exit 35 to SR 107	Town of Chilhowie (N	•										0.102			3300	G
<u> </u>	To:	S	R 107 White	Top Ave												
South	From:		I-81 Sou													
(81) Ramp I-81 S Exit 39 to US 11	Smyth Coun	•										0.131			1600	G
<u> </u>	10:		US 11 Lee H	ighway												
South	From:		I-81 Sou													
81 Ramp I-81 S Exit 44 to 86-730	Smyth Coun ™	ty 0.1										0.146			1200	Α
	10.		86-730 Pax													
South (81) Ramp I-81 S Exit 45 to SR 16	Town of Marian (M	aint: 86) 0.2	I-81 Sou									0.103			1100	G
81 Hamp 1-81 S Exit 45 to SH 16	Town of Marion (Marion (Mario	/	South Exit 4:		6		1					0.103			1100	G
Coult	From	1-81			.0											
South 81 S Exit 47 to US 11	Smyth Coun	ty 0.3	I-81 S 2 1400									0.101			1400	G
of tamp for o Exit 47 to do 11	Tr	•	US 11 Lee H									0.101			1700	u
South	From:		I-81 Sou				<u> </u> 									
(81) Ramp I-81 S Exit 50 to 86-622	Smyth Coun	ty 0.1		G								0.129			710	G
	To:	,	-622 Nicks													
South	From		I-81 Sou													
(81) Ramp I-81 S Exit 54 to 86-683	Smyth Coun	ty 0.2		F								0.119			290	F
()	To		86-683 Wins	or Ava												

5/2/2016

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

Route	Jurisdiction	Length AADT QA 4Tire	Ruc	xle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Factor	AAWDT	QW
South 81 Atkins Rest Area Ramp	Fron: Smyth County To:	I-81 South to Rest Area 0.07 970 G Enter Rest Area Parking Lot		1	0.100	970	G
South 81 Atkins Rest Area Ramp	Smyth County	Exit Rest Area Parking Lot 0.09 970 G I-81 South from Rest Area			0.100	970	G
South 81 Ramp I-81 S Exit 60 to SR 90	Wythe County	I-81 South 0.13 1800 G SR 90; 98-680]	0.106	1800	G
South [52] Ramp I-81 S Exit 70 to US 21; US 58	Town of Wytheville (Maint: 98)	I-81 South 0.27 3400 G US 21; US 58]	0.1	3400	G
South Ramp I-81 S Exit 73 to US 11	Town of Wytheville (Maint: 98)	I-81 South 0.35 3700 G US 11		1	0.110	3700	G
South Ramp I-81 S Exit 77 to FR 42; FR 326	Wythe County	I-81 South 0.13 3200 G FR 42 and FR 326]	0.076	3200	G
South (81) Ramp I-81 S Exit 80 to US-52; SR 121	Wythe County	I-81 South 0.11 3400 G US 52; SR 121		1	0.083	3400	G
South Ramp	Wythe County	I-81 South 0.69 6900 G 73% I-77 South	1% 1	% 1% 23% 2% 	F 0.089	6100	G
South Ramp	Wythe County	I-81 South 0.14 1400 F 98-619 Major Grahams Rd]	0.085	1400	F
South Ramp	Wythe County	I-81 South 0.11 810 G 98-618 Reed Creek Dr] 	0.351	810	G
South Ramp I-81 S Exit 89 to SR 100	Pulaski County	I-81 S 0.18 1200 G SR 100 S]	0.132	1200	G
South Ramp I-81 S Exit 89 to US 11	Pulaski County	I-81 S 0.18 200 G US 11 N, Lee Highway		1	0.13	200	G
South (81) Ramp I-81 S Exit 92 to FR 47; FR 327	Pulaski County	I-81 S 0.14 570 G FR 47; FR 327]	0.116	570	G
South Ramp I-81 S Exit 94 to SR 99	Pulaski County	I-81 S 0.16 1400 G SR 99 Count Pulaski Dr]	0.109	1400	G

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

Pulsaki County			Filliary and interstate houtes			
Pulaski County	Route	Jurisdiction	Length AADT QA 4Tire Bus		OC OK	AAWDT OW
South Sout	South	From:	I-81 South			
	(81) Ramp I-81 S Exit 98 to SR 100 N	Pulaski County	0.17 4800 G		0.098	4800 G
Ramp -81 S Exit 101 to 77-680		To:	SR 100			
17.500 State Pack Rd	South	From:				
South South Sex 101 to SR 177 Montgomery County 0.26 940 G Sex 101 to SR 177 Montgomery County 0.26 940 G Sex 101 to SR 177 Montgomery County 0.26 940 G Sex 101 to SR 177 Montgomery County 0.26 Man Sex 101 to SR 177 Montgomery County 0.26 Man Sex 101 to SR 177 Montgomery County 0.26 Man Sex 101 to SR 177 Montgomery County 0.26 Man Sex 101 to SR 177 Montgomery County 0.26 Man Sex 101 to SR 177 Montgomery County 0.26 Man Sex 101 to SR 177 Montgomery County 0.26 Man Ma	(81) Ramp I-81 S Exit 101 to 77-660	Pulaski County			0.151	1600 G
South Samp -81 S Exit 105 to SR 232 Montgomery County 0.26 940 C		To:	77-660 State Park Rd			
Security South	From:					
South Sout	(81) Ramp I-81 S Exit 105 to SR 232	Montgomery County			0.111	940 G
South Sout		To:	SR 232 W Main St			
Enter Rest Area Parking Lor South Enter Rest Area Parking Lor Est South from Rest Area Est South from Rest Rest Area Est South from Rest Area Est South from Rest R	South	From:				
South South Sex Area Ramp Montgomery County County	(81) Radford Rest Area Ramp	Montgomery County	0.04 1100 G		0.104	1100 G
Radford Rest Area Ramp		To:				
South Sout		Montgomory County	č		C 0.1	1500 G
South Sexit 101 to SR 177 Montgomery County 0.23 4500 G	81 Hadioid Hest Alea Hamp	To:		7/6 1/6 25/6 1/6	0 0.1	1300 G
Ramp F8 S Exit 101 to SR 177	-	From				
SSOUTH SSOUTH SSUTT SSUTT SSUTT SSOUTH SSUTT S		Montgomery County			0.114	4500 G
South Sout	81) Hallip 1-01 3 Exit 101 to 3H 177	To:		\neg	0.114	4300 G
South South South South South South South Sing	South	From:				
South Sout		Montgomery County		<u></u>	NA	NA
Ramp I-81 S Exit 101 to SR 177 Montgomery County 0.04 NA NA NA I* SR 177 S, Tyler Rd SR 177 S, Tyler Rd South SR 18 South SR 18 South SR 18 South SR 18 South South SR 18 South SR		To:	SR 177 FROM RT 81 SOUTH			
Ramp I-81 S Exit 101 to SR 177	South	From:	I-81 S			
South Sout		Montgomery County	0.04 NA	<u> </u>	NA	NA
Ramp -81 S Exit 101 to SR 8 Town of Christiansburg (Maint: 60) 0.10 3900 G SR 8 W Main St SR		To:	SR 177 S, Tyler Rd			
Ramp -81 S Exit 101 to SR 8 Town of Christiansburg (Maint: 60) 0.10 3900 G SR 8 W Main St SR	South	From:	I-81 South			
South Free I - SR 8 W Main St		Town of Christiansburg (Maint: 60)		<u> </u>	0.156	3900 G
Ramp Town of Christiansburg (Maint: 60) 0.17 440 G US 460		To:	SR 8 W Main St			
Ramp Town of Christiansburg (Maint: 60) 0.17 440 G US 460	South	From:	I-81 South Exit 118 Collector Rd	1		
South From I-81-S118X TO RT 460 & 11		Town of Christiansburg (Maint: 60)		<u> </u>	0.115	440 G
Ramp Town of Christiansburg (Maint: 60) 0.09 NA		To:	US 460			
Ramp Town of Christiansburg (Maint: 60) 0.09 NA	South	From:	I-81-S118X TO RT 460 & 11			
South From	Ramp	Town of Christiansburg (Maint: 60)			NA	NA
Ramp Town of Christiansburg (Maint: 60) 0.29 6000 G 0.093 6000 G		To:	I-81-S118D TO RT 11			
South From I-81 South Exit 118 Collector Rd	South	From:				
South	(81) Ramp	Town of Christiansburg (Maint: 60)			0.093	6000 G
Ramp Town of Christiansburg (Maint: 60) 0.30 2000 G 0.092 2000 G		To:	US 460			
VS 11 Roanoke St	South	From				
South From: I-81-S118B TO RT 11	(81) Ramp	Town of Christiansburg (Maint: 60)			0.092	2000 G
(81) Ramp Town of Christiansburg (Maint: 60) 0.23 NA NA NA		Tα	US 11 Roanoke St			
	South	From:				
US 460-W124A FROM PARKWAY DRIVE WEST	(81) Ramp				NA	NA
	<u> </u>	To: US 46	60-W124A FROM PARKWAY DRIVE WEST			

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

		Primary and interstate Routes		
Route	Jurisdiction	Length AADT QA 4Tire B	tus 2Axle 3+Axle 1Trail 2Trail QC Factor Factor	AAWDT QW
South Ramp	Fron: Town of Christiansburg (Maint: ™	US 460-W124A FROM PARKWAY DRIVE WEST 60) 0.10 NA US 11 FROM RT 81 S	NA NA	NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint:	I-81 South 60) 0.34 8000 G I-81 South Exit 118C	0.092	8000 G
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint:	(60) 0.14 6000 G Ramp from US 11	0.094	6000 G
South I-81 S Collector Rd	Town of Christiansburg (Maint:	US 11-S121A FROM ROUTE 11 SOUTH 60) 0.27 NA US 11-N121A FROM RT 11 NORTH	NA	NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint:		NA	NA
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint:		NA	NA
South 1-81 S Collector Rd	Town of Christiansburg (Maint:		NA NA	NA
South 1-81 S Collector Rd	Town of Christiansburg (Maint:		NA	NA
South I-81 S Collector Rd	Town of Christiansburg (Maint:	60) 0.32 NA I-81-S END COLLECTOR RD00- RTS 460 & 11	NA	NA
South Ramp I-81 S Exit 128 to SR 8	From: Montgomery County To:	I-81 South 0.10 1300 G 60-603 N Fork Rd	0.114	1300 G
South Ramp	From: Roanoke County Τα	I-81 South 0.22 3200 G 80-647 Dow Hollow Rd	0.177	3200 G
South Ramp	From: Roanoke County ™	I-81 South 0.18 6400 G SR 112 Wildwood Rd	0.096	6400 G
South Ramp	Roanoke County	I-81 South 0.11 4200 G SR 311 Thompson Memorial Dr	0.112	4200 G
South Ramp	Front: Roanoke County Τα	I-81 South 0.22 5600 G SR 419 Electric Rd	0.114	5600 G
South (220) Ramp	Roanoke County	I-81 South 0.32 9300 F 93% 1 I-581 South	% 1% 1% 5% 0% F 0.116	10000 F

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

Route	Jurisdiction		Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT Q	WÇ
South 81 Ramp	Front Roanoke County To	I-81 South 0.31 2400 G SR 115 Plantation Rd	0.141	2400	G
South 81 Scale Ramp	Botetourt County	I-81 South 0.61 4700 G I-81 South	0.089	4700	G
South Ramp I-81 S Exit 150A to ALT SR 220	Botetourt County	I-81 South 0.19 2100 G ALT SR 220 S	0.101	2100	G
South Ramp I-81 S Exit 150A to ALT SR 220	Botetourt County	I-81 South 0.19 590 G US 220 N, Roanoke Rd	0.116	590	G
South Ramp I-81 S Exit 156 to 11-640	Botetourt County	I-81 South 0.20 300 G 11-640 Brughs Mill Rd	0.131	300	G
South 81 Troutville Rest Area Ramp	Botetourt County	I-81 South to Rest Area 0.05 NA Enter Rest Area Parking Lot	NA	NA	
South 81 Troutville Rest Area Ramp	Botetourt County	Exit Rest Area Parking Lot 0.06 1700 A I-81 South from Rest Area	0.143	1600	Α
South 81 Ramp I-81 S Exit 162 to US 11	Botetourt County	I-81 South 0.11 360 G US 11 Lee Highway	0.115	360	G
South 81 Ramp I-81 S Exit 167 to US 11	Botetourt County	I-81 South 0.07 170 G US 11	0.141	170	G
South Ramp I-81 S Exit 168 to 11-614	Botetourt County	I-81 South 0.10 460 G 11-614 Arcadia Rd	0.147	460	G
South Ramp I-81 S Exit 175 to US 11	Rockbridge County	I-81 South 0.21 380 G US 11	0.104	380 (G
South Ramp I-81 S Exit 175 to US 11 S	Rockbridge County	I-81 South 0.16 650 G US 11 S, S Lee Highway	0.114	650 (G
South Ramp I-81 S Exit 175 to US 11	Rockbridge County	I-81 South 0.10 370 G US 11; FR 232	0.093	370	G
South Ramp I-81 S Exit 188 to US 60 E	Rockbridge County	I-81 South 0.19 2400 G US 60 E, Midland Trail	0.094	2400	G

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

		Filliary and interstate houtes		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South Ramp I-81 S Exit 188 to US 60 W	Rockbridge County	I-81 South 0.21 660 G US 60 W, Midland Trail	0.106	660 G
South Ramp I-81 S Exit 195 to US 11	Rockbridge County	I-81 South 0.19 1500 G I-81 South Exit 195B	0.097	1500 G
South Ramp I-81 S Exit 195 to US 11	Rockbridge County	I-81-S195B TO RT 11 NORTH 0.04 NA US 11 FROM RT 81 SOUTH	NA NA	NA
South Ramp I-81 S Exit 195 to US 11 N	Rockbridge County	Ramp IS 81 S195A 0.02 NA US 11 N, N Lee Highway	NA	NA
South Rairfield Rest Area Ramp	Rockbridge County	I-81 South to Rest Area 0.08 980 G Enter Rest Area Parking Lot	0.095	980 G
South 81 Fairfield Rest Area Ramp	Rockbridge County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.09 NA I-81 South from Rest Area	NA NA	NA
South 81 Ramp I-81 S Exit 200 to 81-710	Rockbridge County	I-81 South 0.20 680 G 81-710 Sterrett Rd	0.123	680 G
South (81) Ramp I-81 S Exit 205 to 81-606	Rockbridge County	I-81 South 0.15 2300 G 81-606 Raphine Road	0.077	2300 G
South 81 Ramp I-81 S Exit 213 to US 11 S	Augusta County	I-81 South 0.30 1500 G US 11 S, Lee Jackson Hwy	0.114	1500 G
South Ramp I-81 S Exit 213 to US 11 N	Augusta County	I-81 South 0.23 460 G US 11 N, Lee Jackson Hwy	0.166	460 G
South Ramp I-81 S Exit 217 to 07-654	Augusta County	I-81 South 0.22 2700 G 07-654 White Hill Rd	0.111	2700 G
South Ramp I-81 S Exit 220 to SR 262	From Augusta County	I-81 South 0.20 5600 G SR 262	0.126	5600 G
South Ramp	Augusta County	I-81 South		7200 A
South (81) Ramp I-81 S Exit 222 to US 250	From Augusta County	I-81 South 0.15 4600 G	0.117	4600 G

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

		Filliary and interstate houtes				
Route	Jurisdiction	Length AADT QA 4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir Factor AAWDT QW
South (81) Ramp I-81 S Exit 222 to US 250	Augusta County	I-81-S222B FROM RT 81 SOUTH 0.04 NA			NA	NA
South (81) Ramp I-81 S Exit 222 to US 250 E	From: Augusta County	US 250 US 250-E060A TO & FROM RT 81 I-81 S 0.03 NA			NA	NA
South	To: Fron:	US 250 E I-81 South				
Ramp I-81 S Exit 225 to SR 275 South	Augusta County To: From:	0.13 2700 G SR 262 Woodrow Wilson Pkwy I-81-S225B TO RT 262 EAST			0.143	2700 G
81 Ramp I-81 S Exit 225 to SR 275	Augusta County	0.07 NA SR 262 FROM RT 81 SOUTH		 	NA	NA
South Ramp I-81 S Exit 225 to SR 275	Augusta County	Ramp I-81 S225A 0.13 NA SR 275 E			NA	NA
South Ramp I-81 S Exit 227 to 07-612	Augusta County	I-81 South 0.26 2100 G 07-612 Laurel Hill Rd			0.135	2100 G
South Mt. Sydney Rest Area Ramp	Augusta County	I-81 South to Rest Area 0.10 1000 G Enter Rest Area Parking Lot			0.105	1000 G
South Mt. Sydney Rest Area Ramp	Augusta County	Exit Rest Area Parking Lot 0.09 1500 G 76% I-81 South from Rest Area	1%		C 0.100	1500 G
South Ramp I-81 S Exit 235 to SR 256	Augusta County	I-81 South 0.16 2500 G SR 256 Weyers Cave Rd		<u></u>	0.119	2500 G
South 81 Ramp	Rockingham County	I-81 South 0.19 2600 G 90% SR 257 Friedens Ch Rd	0%	1% 5% 4% 0%	C 0.088	2600 G
South Ramp	Rockingham County	I-81 South 0.10 4200 G Ramps I-81 N 243A; I-81 243A Ramp to US 11			0.1	4200 G
South Ramp I-81 S Exit 245 to Port Republic Rd	City of Harrisonburg (Maint: 8	I-81 South	0%	1% 0% 1% 0%	F 0.139	4100 G
South Ramp I-81 S Exit 247 to US 33 E	City of Harrisonburg (Maint: 8	I-81 South 2) 0.12 4000 F US 33 E, E Market St			0.09	4000 F
South (81) Ramp	City of Harrisonburg (Maint: 8	I-81 South			0.124	1300 G

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

-		Timary and interstate ributes	Truck K Dir	
Route	Jurisdiction	Length AADT OA 4Tire Rus	K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South	From:	I-81 South		
(81) Ramp	Rockingham County	0.11 1200 G	0.121	1200 G
$\overline{}$	To:	Ramps I-81 N 251A; I-81 251A Ramp to US 11		
South	From:	I-81 South		
(81) Ramp I-81 S Exit 257 to SR 259	Rockingham County	0.17 480 G	0.104	480 G
	To:	SR 259 Mayland Rd		
South	From:	I-81 South to Rest Area		
(81) New Market Rest Area Ramp	Rockingham County	0.07 NA	NA	NA
(81)	To:	Enter Rest Area Parking Lot		
South	From:	Exit Rest Area Parking Lot		
(81) New Market Rest Area Ramp	Rockingham County	0.08 810 G	0.092	810 G
	To:	I-81 South from Rest Area		
South	From:	I-81 South		
81) Ramp I-81 S Exit 264 to US 211	Shenandoah County	0.19 2000 G	0.097	2000 G
(61)	To:	US 211	0.557	
0 1	Franci			
South	Chanandach Caunty	I-81 S 0.14 760 G	 0.145	760 G
81 Ramp I-81 S Exit 269 to 85-730	Shenandoah County		0.145	760 G
	4 05	85-730 Caverns Rd		
South	From:	I-81 S		
81) Ramp I-81 S Exit 273 to SR 292	Shenandoah County	0.23 2400 G	0.105	2400 G
<u> </u>	To:	SR 292 Conicville Rd		
South	From:	I-81 S		
(81) Ramp I-81 S Exit 279 to SR 185	Shenandoah County	0.20 1000 G	0.099	1000 G
$\overline{}$	To:	SR 185 Stoney Creek Blvd		
South	From:	I-81 S		
(81) Ramp I-81 S Exit 283 to SR 42	Shenandoah County	0.18 3600 G	0.1	3600 G
	To:	SR 42 W Reservoir Rd		
South	From:	I-81 S		
(81) Ramp I-81 S Exit 291 to 85-651	Shenandoah County	0.22 3700 G	0.094	3700 G
(81) Hamp 1 01 0 Exit 201 to 00 001	To:	85-651 Mount Olive Rd	7	0700 G
	Francis			
South	Chairain da ah Carriet	I-81 S		0000
81 Ramp I-81 S Exit 296 to SR 55	Shenandoah County	0.27 2000 G	0.129	2000 G
	4.00	SR 55 John Marshall Hwy		
South	From:	I-81 S		
81) Ramp I-81 S Exit 298 to US 11	Shenandoah County	0.17 4200 F	0.129	4500 F
	To:	US 11 Old Valley Pike		
South	From:	I-81 S		
(81) Ramp I-81 S Exit 300 to I-66 E at Exit 1	Frederick County	0.40 8100 G 85% 1%	1% 1% 12% 1% F 0.080	7400 G
\smile	To	I-66 E		
South	From:	I-81 S		
(81) Ramp I-81 S Exit 302 to 34-627	Frederick County	0.14 3300 G	0.100	3300 G
	To:	34-627 Reliance Rd		
<u> </u>	I		<u> </u>	

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

		Filliary and interst					Tru	ıok			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus					QC)K	AAWDT	QW
Courth	From:	I-81 S				ZAXI	e 3+Axle	TITALI	ZITali		Factor	Factor		
South (81) Scale Ramp	Frederick County	0.48 5900	G								0.066		5900	G
(81) Societ Hamb	To:	I-81 S	<u> </u>								0.000		0000	ď
Counth	From													
South Ramp I-81 S Exit 307 to SR 277	Frederick County	0.17 4900	G								0.102		4900	G
81 Ramp I-81 S Exit 307 to SR 277	To:	SR 277	<u> </u>								0.102		4300	a
0 "	Franci													
South Ramp I-81 S Exit 310 to SR 37	Frederick County	0.14 5200	G	92%	1%	1%	1%	5%	0%	С	0.105		5200	G
81 Ramp I-81 S Exit 310 to SR 37	To:	SR 37	G	3Z /6	1 /0	1 /0	1 /0	J /o	0 /6	C	0.103		3200	G
	- 1													
South	From:	I-81 S									0.000		7000	_
81 Ramp I-81 S Exit 313 to US 50 E	Frederick County	0.17 7300	G								0.080		7300	G
		US 50 E, Millwo	od Ave											
South	From:	I-81 S								_				_
(81) Ramp I-81 S Exit 313 to US 50 W	Frederick County	0.22 4600	G	96%	0%	2%	0%	1%	0%	С	0.082		4600	G
<u> </u>	10:	US 50 W, Millwood Ave	Jubal E	arly Dr										
South	From:	I-81 South												
(81) Ramp I-81 S Exit 315 to SR 7	Frederick County	0.31 7600	G								0.081		7600	G
<u> </u>	To:	SR 7 Berryville	Ave											
South	From:	I-81 S												
(81) Ramp I-81 S Exit 317 to US 11	Frederick County	0.19 5200	G								0.093		5200	G
\smile	To:	US 11 Martinsbu	rg Pike											
South	From:	I-81 South to Welco	me Cent	er										
(81) Winchester Welcome Center	Frederick County	0.06 1400	Α	75%	1%	1%	1%	21%	2%	F	0.144		1300	Α
$\overline{\smile}$	To:	Enter Welcome Center												
South	From:	Exit Welcome Center	Parking	Lot										
(81) Winchester Welcome Center	Frederick County	0.08 NA	_								NA		NA	
	10.	I-81 South from Welc	ome Cer	iter										
South	From:	I-81 S												
(81) Ramp I-81 S Exit 321 to 34-672	Frederick County	0.21 700	G								0.089		700	G
<u> </u>	To:	34-672 Hopewe	ell Rd											
South	From:	I-81 South	l											
(81) Ramp I-81 S Exit 323 to 34-669	Frederick County	0.16 2500	Α	60%	0%	2%	1%	36%	1%	С	0.096		2500	Α
$\overline{\bigcirc}$	To:	34-669 Rest Chu	rch Rd											
	From:	US 19 Bus Ma	in St											
82 Cleveland Rd	Town of Lebanon	0.58 3500	G	96%	0%	1%	1%	3%	0%	С	0.091	0.621	3600	G
\smile	To	NCL Lebano	n .			<u> </u> L								
82) Cleveland St	Russell County	5.71 1600	G G	91%	0%	0%	1%	7%	0%	С	0.087	0.714	1600	G
OZ) SIGVEIGITO OT	Tussell County			J 1 /0	U /0	U /0	1 /0	1 /0	0 /0	J	0.007	0.7 14	1000	u
	To: From:	SCL Clevela												
(82)	Town of Cleveland (Maint: 83	,	N	91%	0%	0%	1%	7%	0%	N	0.087	0.714	1600	Ν
\sim	To:	83-600 Clevel	and											

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	US 23 Bus Pou												
(83) Clintwood Hwy	Town of Pound (Maint: 97)	0.93 5500	F	92%	0%	1%	1%	5%	0%	F	0.088	0.535	5800	F
<u> </u>	To: From:	ECL Pound												
83	Wise County	2.64 5500	N	92%	0%	1%	1%	5%	0%	Ν	0.088	0.535	5800	Ν
\smile	To:	Dickenson County												
Distance Heat	From:	Wise County L		000/	00/	10/	40/	F 0/	00/	_	0.000	0.504	5000	_
83 Dickenson Hwy	Dickenson County	3.91 5600	F	92%	0%	1%	1%	5%	0%	С	0.096	0.591	5900	F
	To- From:	SR 72 Georges I												
(83) W Main St	Dickenson County	0.69 7400	F	96%	0%	1%	1%	2%	0%	С	0.093	0.511	7800	F
\smile	To	WCL Clintwoo	od											
83	Town of Clintwood (Maint: 25)	1.78 7400	N	96%	0%	1%	1%	2%	0%	Ν	0.093	0.511	7800	Ν
	To	ECL Clinton	1											
83 Dickenson Hwy	Dickenson County	ECL Clintwoo 5.57 5500	F	96%	0%	1%	1%	2%	0%	F	0.095	0.538	5800	F
83 Dickenson Hwy	Dickenson County			30 70	0 70	1 70	1 /0	2 /0	0 /0	•	0.000	0.550	3000	
	To: From:	SR 63 Fremor								_				
83 63 Dickenson Hwy	Dickenson County	4.94 2900	F	90%	0%	2%	1%	6%	0%	С	0.095	0.619	3000	F
<u> </u>	To: From:	SR 63 North of Cli SR 63 North of Clinchco I		a Dd										
83 Dickenson Hwy	Dickenson County	2.44 2700	F	89%	1%	2%	1%	7%	0%	F	0.093	0.581	2900	F
83 Dickenson Hwy	Dickenson County			03 /6	1 /0	Z /0	1 /0	1 /0	0 /6	•	0.035	0.301	2300	'
	To: From:	25-607 Road Bra												
(83) Dickenson Hwy	Dickenson County	3.23 2500	F	89%	1%	2%	1%	7%	0%	С	0.098	0.523	2700	F
<u> </u>	To- From:	WCL Haysi												
83)	Town of Haysi (Maint: 25)	0.56 2500	N	89%	1%	2%	1%	7%	0%	Ν	0.098	0.523	2700	Ν
\smile	To:	SR 80 Haysi												
83 80 Dickenson Hwy	Town of Haysi (Maint: 25)	0.34 3900	F	93%	0%	2%	1%	3%	0%	F	0.105	0.59	4100	F
,	Tol					_								
83 80 Dickenson Hwy	Town of Haysi (Maint: 25)	E SR 63 1.08 2800	F	93%	0%	2%	1%	3%	0%	F	0.11	0.578	3000	F
83 Bo Dickenson Hwy	Town of Flaysi (Maint. 23)	1.00 2000	-	93 /6	0 /6	2 /0	1 /0	3 /0	0 /6	'	0.11	0.576	3000	'
	To: From:	NCL Haysi												
(83) (80)	Dickenson County	0.01 2800	N	93%	0%	2%	1%	3%	0%	N	0.11	0.578	3000	Ν
<u> </u>	To: From:	SR 80 Breaks Par	k Rd											
(83) Dickenson Hwy	Dickenson County	0.04 1900	F	93%	0%	2%	1%	3%	0%	С	0.108	0.651	2000	F
\bigcirc	To	WCL Haysi												
83	Town of Haysi (Maint: 25)	0.04 1900	N	93%	0%	2%	1%	3%	0%	Ν	0.108	0.651	2000	Ν
83														
	From:	3.38 ECL Haysi	N	020/	0%	2%	10/	20/	00/	NI	0.100	0.651	2000	N.I.
83)	Dickenson County	3.38 1900 Buchanan County		93%	U%	2%	1%	3%	0%	N	0.108	1 60.0	2000	N
	From:	Dickenson County												
83	Buchanan County	2.47 3000	G	97%	0%	1%	1%	1%	0%	F	0.102	0.721	3100	G
(83)	To	13-604 Sunset Holl		/ •	- / -	—i	. , •	. , •	- / 0	•	-	J = 1	2.00	_
	From	13-604 Sunset Ho												
83)	Buchanan County	5.96 2900	G	97%	0%	1%	1%	1%	0%	С	0.106	0.661	3100	G
	Τα	13-619 Lee Maste	er Dr											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	13-619	9 Lee Master	r Dr			1	017.00				. 4010.		. 4010.		
83 Dickenson Hwy	Buchanan County	1.95	4700	G	97%	0%	1%	1%	1%	0%	F	0.094		0.682	4900	G
	To		US 460													
83) (460)	Buchanan County		10000	G	96%	0%	1%	1%	2%	0%	F	0.096		0.532	11000	G
	Τα		CL Grundy													
83) (460)	From: Town of Grundy (Maint: 13)	1.96	9700	G	96%	0%	1%	1%	2%	0%	F	0.102		0.528	11000	G
63) (400)	To:		S 460 WEST				Ti.	.,.	_,-		•					
	From:		US 460 E													
₃₃) Edgewater Dr	Town of Grundy (Maint: 13)	1.49	7000	G	94%	1%	1%	1%	3%	0%	F	0.1		0.557	7400	C
	To: From:	E	CL Grundy													
33) State Creek Rd	Buchanan County	2.93	5400	G	94%	1%	1%	1%	3%	0%	F	0.093		0.614	5700	C
<u> </u>	Tœ	13-6	542 Elkins B	r.			\neg \vdash									
33	Buchanan County	4.24	2900	G	94%	1%	1%	1%	3%	0%	С	0.099		0.531	3100	C
	Tor	13-6	643 Hurley R	24												
83	From: L Buchanan County	2.47	1800	G	94%	1%	1%	1%	3%	0%	F	0.107		0.566	1900	C
33)	To	12	-640 Hale Cr													
22	Buchanan County	4.67	830	G	94%	1%	1%	1%	3%	0%	F	0.098		0.740	870	(
3)	To:		rirginia State		J+ /0	1 /0		1 /0	J /0	0 70	•	0.000		0.740	070	
	From:		irginia State													
34) Mill Gap Rd	Highland County	5.87	190	F	95%	0%	1%	2%	2%	0%	F	0.118		0.553	200	F
	To	45 600 II-	pper Back Cı	rook D	4											
Mill Gap Rd	From: Highland County	43-600 Up	320	F	95%	0%	1%	2%	2%	0%	С	0.111		0.694	330	F
Willia Gap 110	Tigrilland Oddrity					0 70		270	_,0	070	Ü	0.111		0.00 1	000	•
Mill Gap Rd	From: Highland County	2.43	Meadowdal 480	le Rd F	95%	0%	1%	2%	2%	0%	F	0.104		0.696	510	F
Mill Gap Rd	Tigriland County		20 Vanderpo	_	93 /6	0 /6	1 /0	2/0	Z /0	0 /6	'	0.104		0.090	310	'
s utla	From:		Carolina State													
orth 35	Mecklenburg County		12000	A	80%	1%	1%	1%	16%	2%	С	0.134			11000	ļ
9)	Combined Traffic Estimates for 2 Parallel Roadways			A	79%	1%	1%	1%	17%	2%	C	0.127	Α	0.514	21000	,
	To Taring Estimates for E1 drainer readinays				7070	1 70		1 70	1770	270	Ü	0.127	,,	0.011	21000	•
orth	From:		58-903													
35)	Mecklenburg County		13000	Α	80%	1%	1%	1%	16%	2%	F	0.134			11000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	26000	Α	79%	1%	1%	1%	17%	2%	F	0.125	Α	0.503	23000	1
tha	To: From:	SC	L South Hill	1												
orth 5	Town of South Hill (Maint: 58)	0.25	13000	Α	80%	1%	1%	1%	16%	2%	F	0.134			11000	,
39	Combined Traffic Estimates for 2 Parallel Roadways			A	79%	1%	1%	1%	17%	2%	F	0.125	Α	0.503	23000	,
				- 1	. 5 / 6	. /0	- , , ,	. ,0	,0	_,0	•	520		2.000	_5555	,
orth	To: From:		US 58													
85)	Town of South Hill (Maint: 58)		12000	Α	80%	1%	1%	1%	16%	2%	F	0.131			10000	F
\sim	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	23000	Α	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.501	20000	Δ
	To		US 1													

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

-								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		US 1					•								
85)	Town of South Hill (Maint: 58)	0.53	11000	Α	80%	1%	1%	1%	16%	2%	F	0.134			9500	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	22000	Α	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.512	19000	Α
North	To- Front	NC	L South H	ill												
(85)	Mecklenburg County	3.84	11000	Α	80%	1%	1%	1%	16%	2%	F	0.134			9500	Α
00)	Combined Traffic Estimates for 2 Parallel Roadways on t			Α	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.512	19000	Α
	То		vick Count													
North	Brunswick County		burg Cour 11000	ty Line	80%	1%	1%	1%	16%	2%	_	0.134			9500	۸
85	Combined Traffic Estimates for 2 Parallel Roadways on t			A	79%	1%	1%	1%	17%	2%	F	0.134	Α	0.512	19000	A
	To:		4 Brunswic		1376	1 /0	1 /8	1 /0	17 /0	2 /6	'	0.124	^	0.512	13000	
North	From:		12-644													
(85)	Brunswick County		11000	Α	80%	1%	1%	1%	16%	2%	F	0.133			9700	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on t	nis Route:	22000	Α	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.517	19000	Α
North	To: From:		SR 46													
(85)	Brunswick County	1.19	11000	Α	80%	1%	1%	1%	16%	2%	F	0.137			9100	Α
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	22000	Α	79%	1%	1%	1%	17%	2%	F	0.125	Α	0.506	19000	Α
	To		US 1				<u> </u>									
North	Brunswick County	6.39	11000	Α	80%	1%	1%	1%	16%	2%	F	0.134			9500	Δ
85	Combined Traffic Estimates for 2 Parallel Roadways on t			Ā	79%	1%	1%	1%	17%	2%	F	0.123	Α	0.526	19000	A
	Tol.	- Tiouto.			7070	1,0		1 70	17,70	270	•	0.120	,,	0.020	10000	,,
North	From		12-630													
85	Brunswick County		11000	Α	80%	1%	1%	1%	16%	2%	F	0.131			9900	Α
	Combined Traffic Estimates for 2 Parallel Roadways on t	nis Route:	22000	Α	79%	1%	1%	1%	17%	2%	F	0.126	Α	0.509	19000	Α
North	To: From:	12-71	2 Old Stag	e Rd												
85)	Brunswick County	0.76	11000	Α	80%	1%	1%	1%	16%	2%	F	0.129			10000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on t			Α	79%	1%	1%	1%	17%	2%	F	0.122	Α	0.572	20000	Α
Novth	To: From:		die Count													
North 85	Dinwiddie County		11000	A	80%	1%	1%	1%	16%	2%	F	0.129			10000	Α
(65)	Combined Traffic Estimates for 2 Parallel Roadways on t			Α	79%	1%	1%	1%	17%	2%	F	0.122	Α	0.572	20000	Α
	То:		SR 40									_				
North	From				0.40/	40/	40/	40/	100/	10/	_	0.400			11000	
85	Dinwiddie County		12000	A	84%	1%	1%	1%	13%	1%	F	0.128		0.510	11000	A
	Combined Traffic Estimates for 2 Parallel Roadways on t	nis Houte:		Α	81%	1%	1%	1%	15%	1%	F	0.118	Α	0.516	21000	Α
North	To From:		26-650				}									
(85)	Dinwiddie County	4.88	13000	Α	84%	1%	1%	1%	13%	1%	F	0.126			11000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on t	nis Route:	25000	Α	81%	1%	1%	1%	15%	1%	F	0.118	Α	0.511	22000	Α
	Тα		26-703													

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

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		26-703													
85)	Dinwiddie Co	,	14000	Α	84%	1%	1%	1%	13%	1%	С	0.119			12000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	F	81%	1%	1%	1%	15%	1%	С	0.1	В	0.609	23000	F
North	To: From:		US 460													
85) (460)	Dinwiddie Co	ounty 1.77	20000	Α	84%	1%	1%	1%	13%	1%	F	0.104			20000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	Α	85%	1%	1%	1%	11%	1%	F	0.099	Α	0.538	39000	Α
North	To: From:		US 1													
North (85) (460)	Dinwiddie Co	ounty 1.18	26000	Α	88%	1%	1%	1%	9%	1%	С	0.093			26000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	Α	88%	1%	1%	1%	10%	1%	С	0.094	Α	0.564	50000	Α
	To	SO	CL Petersbu	rg			\neg \vdash									
North (85) (460)	City of Petersburg	(Maint: 26) 1.01	26000	Α	88%	1%	1%	1%	9%	1%	С	0.093			26000	Α
	Combined Traffic Estimates for 2 Parallel	•		A	88%	1%	1%	1%	10%	1%	C	0.094	Α	0.564	50000	Α
	To	-	irrel Level F													
North (CO)	City of Petersburg	•	29000	A	88%	1%	1%	1%	9%	1%	F	0.089			29000	Α
85 (460)	Combined Traffic Estimates for 2 Parallel	•		A	88%	1%	1%	1%	10%	1%	, F	0.009	Α	0.527	55000	A
	To	-			00 /0	1 /0	1 70	1 /0	10 /0	1 /0		0.001		0.527	33000	
lorth	From:		amp To I-95								_					
85 I-85 N Ramp	City of Petersburg	•	23000	G	88%	1%	1%	1%	9%	1%	F	0.091	_	0.500	23000	G
	Combined Traffic Estimates for 2 Parallel	-		G	86%	1%	1%	1%	11%	1%	Г	0.079	F	0.586	45000	G
North	To: From:	Ramp to W	ashington S	t; Wythe	e St											
85) Ramp	City of Petersburg		20000	G	88%	1%	1%	1%	9%	1%	F	0.087			20000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	G
	Econ.	X 05 N	I-95 North													
North 85 Bracey Welcome Center	Mecklenburg C		h to Welcor 1200	ne Cente	83%	1%	1%	1%	14%	1%	С	0.156			960	Α
85) Braces, Welcome Contor	To:	Enter Welco				1 70		1 70	1 1 70	170	Ü	0.100			000	,,
North	From:	Exit Welco														
Bracey Welcome Center	Mecklenburg C	County 0.09 I-85 North	1200	A Con	83%	1%	1%	1%	14%	1%	С	0.156			960	Α
louth	From	1-83 Norui	I-85 North	Jille Cell	iici											
North 85 Ramp	Mecklenburg C	County 0.18	1100	G	97%	0%	1%	1%	2%	0%	F	0.089			1100	G
03) **	To:	,	58-903	-												
North	From:		I-85 North													
85 Ramp	Mecklenburg C		2400	G	81%	1%	1%	1%	15%	1%	F	0.076			2300	G
\smile	To:		US 58 East													
North	From:	2004	I-85 North		050/	10/	10/	00/	110/	00/		0.110			1000	
(85) Ramp	Mecklenburg C	County 0.24	1200	G	85%	1%	1%	2%	11%	0%	-	0.119			1200	G

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

		Filliary and interstate noutes			Tru	ıok			L/		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	Bus					QC	_ K	QK	Dir	AAWDT	QW
				2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
North	From:	I-85 North	40/		40/	100/	00/	_	0.440			1000	_
(85) Ramp	Mecklenburg County	0.28 1000 G 84%	1%	2%	1%	12%	0%	F	0.112			1000	G
<u> </u>	To:	US 1 Mecklenburg Ave											
North	From:	I-85 North											
85 Ramp	Brunswick County	0.19 100 G 83%	1%	1%	2%	13%	0%	F	0.114			110	G
	To:	12-644 Brunswick Dr											
North	From:	I-85 North											
(85) Ramp	Brunswick County	0.18 490 G 90%	1%	1%	1%	7%	0%	F	0.113			500	G
85) Hamp	To:	SR 46 Christanna Hwy	1 /0		1 /0	1 /0	0 70		0.110			300	a
North	From:	I-85 North						_					_
(85) Ramp	Brunswick County	0.15 280 G 84%	1%	2%	1%	12%	0%	F	0.129			290	G
\sim	To:	US 1 Boydton Plank Rd											
North	From:	I-85 North to Rest Area											
(85) Alberta Rest Area Ramp	Brunswick County	0.11 630 A							0.16			540	Α
'	To:	Enter Rest Area Parking Lot											
North	From:	Exit Rest Area Parking Lot											
(85) Alberta Rest Area Ramp	Brunswick County	0.12 630 A							0.16			540	Α
	To:	I-85 North from Rest Area											
N. d	From:												
North	Davin avviale Cavate	I-85 North	2%	10/	10/	00/	00/	_	0.150			100	_
85 Ramp	Brunswick County	0.21 180 G 94%	2%	1%	1%	2%	0%	F	0.158			190	G
	10.	12-630 Sturgeon Rd											
North	From:	I-85 North											
(85) Ramp	Brunswick County	0.18 610 G 87%	1%	1%	1%	10%	0%	F	0.089			620	G
$\overline{}$	To:	12-712 Old Stage Rd											
North	From:	I-85 North		1									
(85) Ramp	Dinwiddie County	0.20 350 G							0.106			350	G
(92) Tamp	To:	SR 40 McKenney Hwy							0.100			000	ŭ
	- 1												
North	From:	I-85 North											_
85 Ramp	Dinwiddie County	0.21 180 G							0.438			180	G
<u> </u>	To:	26-650 Hawkins Church Rd; Hamilton Arms R	d										
North	From:	I-85 North											
85 Ramp	Dinwiddie County	0.37 250 G							0.121			250	G
	To:	26-703 Carson Rd]									
North	From	I-85 North to Rest Area		i									
	Dinwiddie County	0.14 NA							NA			NA	
85 Dinwiddie Rest Area Ramp	Diriwidale County								INA			INA	
North	From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot											
85) Dinwiddie Rest Area Ramp	Dinwiddie County	0.19 510 G 72%	2%	0%	0%	23%	2%	С	0.09			510	G
85) Diliwiddie Hest Alea Hallip	Diriwidale County		∠70	070	U 7/0	20%	∠70	U	0.09			510	G
	10.	I-85 North from Rest Area											
North	From:	I-85 North			-								
(85) Ramp	Dinwiddie County	0.20 690 G							0.120			690	G
\smile	To	BUS US 460											

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	I-85-N061B T		& 460 I	BUS?											
85 Ramp	Dinwiddie County	0.01	NA 0 FROM R	T 05 NI)		_					NA			NA	
North	From:	I-85-N061A					_									
85 Ramp	Dinwiddie County	0.02	NA	& 400 i	DO3							NA			NA	
	To:	CEUS 46	0 FROM R	T 85 NI	3											
North	From:		I-85 North													
85 Ramp	Dinwiddie County	0.15	600	G								0.104			600	G
	From:		Boydton Pla	nk Rd			<u> </u>									
North 85 Ramp	Dinwiddie County	0.26	I-85 North 620	G								0.138			620	G
85) 1101115	Ta		Boydton Pla									0.100			020	ď
lorth	From:		I-85 North													
85) Ramp	City of Petersburg (Maint:	26) 0.11	1300	G								0.096			1300	G
\smile	Tα	123-901	1 Squirrel L	evel Rd												
North	From:		I-85 North		000/	00/		40/	100/	201	_	0.450			2222	
85 (460) Ramp	City of Petersburg (Maint:		6200 I-95 South	Α	88%	0%	1%	1%	10%	0%	С	0.156			6600	Α
lorth	From:		Ramp to I-	.95 Nort	h											
85) Ramp	City of Petersburg (Maint:		2800	G								0.119			2800	G
\smile	To:	I-95 North Exit 51A		St & Wa	shington S	St										
North 85 Ramp	City of Petersburg (Maint:		I-95 North 5700	Α								0.106			6100	Α
65) · · · · · · · · · ·	To:		t & Washir									01100			0.00	
North Down	From:		North Exit									0.400			0000	^
85 Ramp	City of Petersburg (Maint:		2500 50-P Washii	A noton St								0.123			2800	Α
lorth	From:		North Exit													
85) Ramp	City of Petersburg (Maint:		3100	A								0.103			3400	Α
	Τα:	CEU	S 460 Wyth	ne St												
South	From:		Carolina Sta								_					
85	Mecklenburg County	4.59	12000	Α	79%	1%	1%	1%	17%	1%	С	0.127			10000	A
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:		Α	79%	1%	1%	1%	17%	2%	С	0.127	Α	0.514	21000	Α
outh	To: From:		58-903													
85)	Mecklenburg County	7.78	13000	Α	79%	1%	1%	1%	17%	1%	F	0.124			12000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	26000	Α	79%	1%	1%	1%	17%	2%	F	0.125	Α	0.503	23000	Α
South	To: From:	SC	CL South Hi	11			\Box \vdash									
85)	Town of South Hill (Maint:	,	13000	Α	79%	1%	1%	1%	17%	1%	F	0.124			12000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadway	ays on this Route:		Α	79%	1%	1%	1%	17%	2%	F	0.125	Α	0.503	23000	Α
	Tα		US 58													

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

-								Tru	ck			K		Dir		
Route	Jurisdiction	Length A4	ADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	US	S 58													
85	Town of South Hill (Maint: 58)	2.72 11	000	Α	79%	1%	1%	1%	17%	1%	F	0.124			9800	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 23	8000	Α	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.501	20000	Α
Countle	To From	U	JS 1													
South 85	Town of South Hill (Maint: 58)	0.29 11	000	Α	79%	1%	1%	1%	17%	1%	F	0.122			9600	Α
(65)	Combined Traffic Estimates for 2 Parallel Roadways on			A	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.512	19000	Α
	To		South Hill					.,.	,-			••••				
South	From:				700/	40/	40′	40/	470/	40/	_	0.400			0000	
85	Mecklenburg County		000	Α	79%	1%	1%	1%	17%	1%	-	0.122		0.540	9600	A
	Combined Traffic Estimates for 2 Parallel Roadways on	Brunswick		A Line	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.512	19000	Α
South	From:	Mecklenburg														
85)	Brunswick County	5.21 11	000	Α	79%	1%	1%	1%	17%	1%	F	0.122			9600	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 22	2000	Α	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.512	19000	Α
0. "	To- From	12-644 Br	runswick l	Dr												
South 85	Brunswick County	2.54 11	000	Α	79%	1%	1%	1%	17%	1%	F	0.121			9800	Α
(65)	Combined Traffic Estimates for 2 Parallel Roadways on			A	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.517	19000	Α
	To		R 46			. , ,		. , 0	,0	-70	•	0		0.0	.0000	
South	From															
85	Brunswick County		000	Α	79%	1%	1%	1%	17%	1%	F	0.123			9400	A
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 22	2000	Α	79%	1%	1%	1%	17%	2%	F	0.125	Α	0.506	19000	Α
South	To: From:	U	JS 1													
(85)	Brunswick County	6.26 11	000	Α	79%	1%	1%	1%	17%	1%	F	0.121			9800	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 22	2000	Α	79%	1%	1%	1%	17%	2%	F	0.123	Α	0.526	19000	Α
0. "	To- From	12-	2-630													
South 85	Brunswick County	4.86 11	000	Α	79%	1%	1%	1%	17%	1%	F	0.124			9500	Α
65)	Combined Traffic Estimates for 2 Parallel Roadways on			A	79%	1%	1%	1%	17%	2%	F	0.126	Α	0.509	19000	Α
	Tα	12-712 O				.,,		.,.								
South	From:		2-712													
85	Brunswick County		2000	Α	79%	1%	1%	1%	17%	1%	F -	0.119			10000	Α
•	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 23	8000	Α	79%	1%	1%	1%	17%	2%	F	0.122	Α	0.572	20000	Α
South	To: From:	Brunswick	County L	Line												
(85)	Dinwiddie County	2.78 12	2000	Α	79%	1%	1%	1%	17%	1%	F	0.119			10000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 23	8000	Α	79%	1%	1%	1%	17%	2%	F	0.122	Α	0.572	20000	Α
		SF	R 40													
South 85	Dinwiddie County		2000	Α	79%	1%	1%	1%	17%	1%	F	0.115			11000	Δ
85)	Combined Traffic Estimates for 2 Parallel Roadways on			A	81%	1%	1%	1%	15%	1%	F	0.113	Α	0.516	21000	A
	To Tame Laurinates for 2 Faraner Hoddways on		5-650		01/0	1 /0	1 /0	1 /0	13/0	1 /0	'	0.110	^	0.510	21000	^

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
South	From:		26-650		700/	40/	10/	40/	470/	40/	_	0.114			11000	
85	Dinwiddie Cou	,	12000	Α	79%	1%	1%	1%	17%	1%	F	0.114		0.514	11000	A
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Houte:		Α	81%	1%	1%	1%	15%	1%	F	0.118	Α	0.511	22000	Α
South	To: From:		26-703													
85)	Dinwiddie Cou	unty 8.36	12000	F	79%	1%	1%	1%	17%	1%	С	0.118			11000	F
\smile	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	26000	F	81%	1%	1%	1%	15%	1%	С	0.115	Α	0.562	23000	F
South			US 460													
85) (460)	Dinwiddie Cou	unty 1.83	20000	Α	87%	1%	1%	1%	10%	1%	F	0.104			19000	Α
400)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	40000	Α	85%	1%	1%	1%	11%	1%	F	0.099	Α	0.538	39000	Α
	To	•	US 1													
South	From L Dinwiddie Cou	unty 0.81	25000	Α	87%	1%	1%	1%	10%	1%	С	0.105			24000	Α
85 460	Combined Traffic Estimates for 2 Parallel F	•		A	88%	1%	1%	1%	10%	1%	С	0.103	Α	0.564	50000	A
	Combined Trainic Estimates for 2 Faraner F	<u> </u>			00 /6	1 /0	1 /0	1 /0	10 /6	1 /0	C	0.034	^	0.504	30000	^
South	From:		CL Petersbu	ırg												
85) (460)	City of Petersburg (I		25000	Α	87%	1%	1%	1%	10%	1%	С	0.105			24000	А
$\smile \smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	51000	Α	88%	1%	1%	1%	10%	1%	С	0.094	Α	0.564	50000	Α
South	To: From:	Squi	rrel Level I	Road												
85) (460)	City of Petersburg (I	Maint: 26) 2.23	26000	Α	87%	1%	1%	1%	10%	1%	F	0.103			26000	A
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	55000	Α	88%	1%	1%	1%	10%	1%	F	0.091	Α	0.527	55000	Α
	To	Ran	np From I-9	95 N												
South 85 I-85 S Ramp	City of Petersburg (I	Maint: 26) 0.33	24000	G	84%	1%	1%	1%	13%	1%	F	0.103			22000	G
85) 1 00 0 1 tamp	Combined Traffic Estimates for 2 Parallel F	,		G	86%	1%	1%	1%	11%	1%	F	0.091	Α	0.527	45000	G
	To-	<u> </u>				. , ,		. , 0	,0	. , 0	•	0.00.		0.02	.0000	
South	From:	•	om Washin													
85 I-85 S Ramp	City of Petersburg (I	,	16000	Α	84%	1%	1%	1%	13%	1%	F	0.093	_		15000	A
	Combined Traffic Estimates for 2 Parallel F		36000 I-95 South	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	G
	From															
South 85) Ramp	······L Mecklenburg Co		I-85 South 1700	Α	97%	0%	1%	1%	2%	0%	F	0.133			1700	Α
93)	To:		58-903		0.70	0,0		. , ,	_,,	0,0	•	000				
outh	From:		I-85 South													
85) Ramp	Mecklenburg Co		980	G	81%	1%	1%	1%	15%	1%	F	0.097			960	G
	Tα	US 58	8 E, E Atlar	ntic St												
outh	From:		I-85 South													
85 Ramp	Mecklenburg Co		1400	Α	97%	0%	1%	1%	2%	0%	F	0.123			1400	Д
<u> </u>	To:		2C TO RT													
South 85) Ramp	From:		I-85 South		000/	40/	10/	10/	00/	00/	_	0.400			1000	_
Ramp	Mecklenburg Co	ounty 0.31	1500	G	96%	1%	1%	1%	2%	0%	F	0.106			1600	G

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

		Fillinary and interstate houtes			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	I-85 South		ZANIC	JTANE	TTTAII	ZIIali		i actor		1 actor		
(85) Ramp	Brunswick County	0.16 260 G 83%	1%	1%	2%	13%	0%	F	0.126			270	G
(83) . ramb	To:	12-644 Brunswick Dr	. , 0		_,,	.070	0,0	•	020			_, 0	O .
South	From:	I-85 South		1									
(85) Ramp	Brunswick County	0.13 670 G 96%	1%	1%	1%	2%	0%	F	0.218			690	G
(85) . ramp	To:	US 1 Boydton Plank Rd	. , 0		. , 0	_,,	0,0	•	0.2.0				O .
South	From:	I-85 South to Rest Area		1									
(85) Alberta Rest Area Ramp	Brunswick County	0.11 630 A 80%	1%	1%	1%	16%	2%	F	0.151			540	Α
(83)	То:	Enter Rest Area Parking			.,.		_,-	-					
South	From:	Exit Rest Area Parking Lot											
(85) Alberta Rest Area Ramp	Brunswick County	0.12 630 A 80%	1%	1%	1%	16%	2%	F	0.151			540	Α
$\underline{\smile}$	To:	I-85 South from Rest Area											
South	From:	I-85 South											
85 Ramp	Brunswick County	0.21 90 A 94%	2%	1%	1%	2%	0%	F	0.195			90	Α
$\overline{}$	To:	12-630 Sturgeon Rd											
South	From:	I-85 South											
(85) Ramp	Brunswick County	0.18 1200 G 87%	1%	1%	1%	10%	0%	F	0.084			1300	G
$\overline{}$	To:	12-712 Old Stage Rd											
South	From:	I-85 South											
85 Ramp	Dinwiddie County	0.18 690 G							0.135			690	G
	To	I-85 South Exit 42B to SR 40											
South	From:												
85 Ramp	Dinwiddie County	0.02 NA							NA			NA	
	10.	SR 40 McKenney Hwy											
South	From:	I-85-S042A TO RT 40											
85 Ramp	Dinwiddie County	0.02 NA							NA			NA	
	AC	SR 40 FROM RT 85 SB											
South	From:	I-85 South											_
85 Ramp	Dinwiddie County	0.21 420 G							0.196			420	G
	10.	26-650 Hamilton Arms Rd											
South	From:	I-85 South							0.40=			4000	_
85 Ramp	Dinwiddie County	0.26 1800 G							0.137			1800	G
	10.	26-703 Carson Rd											
South	From:	I-85-S053A TO RT 703											
85 Ramp	Dinwiddie County	0.10 NA							NA			NA	
	To	26-703 FROM RT 85 SB											
South	From:	I-85 South to Rest Area			_								
85 Dinwiddie Rest Area Ramp	Dinwiddie County	0.15 NA							NA			NA	
Courth	To: From:	Enter Rest Area Parking Lot											
South (85) Dinwiddie Rest Area Ramp	Dinwiddie County	Exit Rest Area Parking Lot 0.25 910 G 76%	1%	1%	1%	20%	1%	С	0.086			910	G
85) Diliwiddle nest Alea naiilp		I-85 South from Rest Area	1 /0	1 /0	1 /0	ZU /0	1 /0	C	0.000			910	G
	l	1-03 South Holli Rest Alea											

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

Route	Jurisdiction	Length AADT	QA 4	Tire I	Ruc		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
South	From:	I-85 South											0000	
Ramp	Dinwiddie County	0.18 6600	G			_					0.120		6600	G
South	From	I-85 South Exit 61B to	US 460								NIA		NIA	
85 Ramp	Dinwiddie County ™	0.03 NA US 460 Airport S	St			_					NA		NA	
South	From:	I-85-S061A TO US												
85 Ramp	Dinwiddie County	0.05 NA									NA		NA	
<u> </u>	To	US 460 US 460-E312A	Gap TO			1								
South (85) Ramp	Dinwiddie County	0.19 3500	G								0.11		3500	G
(63)	To:	US 1 Boydton Plank												
South	From:	I-85 South												
Ramp	Dinwiddie County	0.21 3600	G			_					0.125		3600	G
South	From	US 1 Boydton Plank I-85-S	k Ka			<u> </u>								
(85) Ramp	City of Petersburg (Maint: 26)	0.13 3000	Α								0.113		3200	Α
	То	123-9011; Squirrel Le	vel Rd											
	From:	SCL Danville; NC Sta												_
86 South Main St	City of Danville	1.11 11000	F 9	98%	0%	0%	0%	1%	0%	С	0.089	0.535	12000	F
86 South Main St	City of Danville	Lockett Dr 0.61 11000	F 9	98%	0%	0%	0%	1%	0%	F	0.084	0.543	12000	F
86 South Main St	City of Darivine		ГЭ	70 /6	U /o	0 /0	0 /6	1 /0	0 /6	•	0.004	0.545	12000	•
86 South Main St	City of Danville	0.63 Broadnax St	F 9	98%	0%	1%	0%	0%	0%	С	0.085	0.515	18000	F
	To:	Central Blvd												
86 Central Blvd	City of Danville	South Main St 0.38 14000	F 9	99%	0%	1%	0%	0%	0%	С	0.088	0.541	15000	F
(86) Contrai Enta	To To	SR 293 West Mair		70 70	0 70		070	0 70	070		0.000	0.011	10000	
86 Central Blvd	City of Danville	0.60 23000		99%	0%	0%	0%	0%	0%	С	0.092	0.575	24000	G
	Tα	Bus US 29 & SR 413 Me	emorial Dr	•										
	From:	North Carolina State								_			====	
(87) Morehead Rd	Henry County	3.27 7200		90%	0%	0%	1%	8%	1%	С	0.090	0.556	7500	F
87) Morehead Ave	Town of Ridgeway (Maint: 44)	SCL Ridgeway 0.55 8800		90%	0%	0%	1%	8%	1%	F	0.087	0.545	9500	F
01) WOLCHESTO WAS	Town of Hugeway (Maint. 44)			/0 /0	U /U	J/8	1 /0	0 /0	1 /0		0.007	0.545	3300	
87 Morehead Ave	Town of Ridgeway (Maint: 44)	Bus US 220 Church St; 0.28 5900		90%	0%	0%	1%	8%	1%	F	0.08	0.56	6400	F
<u></u>	To	US 220 Greensboro												
	Fron:	North Carolina State												
(89) Skyline Hwy	Grayson County	4.89 5300	G 9	97%	0%	1%	1%	1%	0%	С	0.093	0.544	5600	G

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

		Primary and interst	ale noi	utes										
Davita	le colonali nation on	Laurette AADT	•	4T:	D		Tru	ıck		00	K	OK Dir	A A \ A \ D \	- 0
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Facto	r AAWD1	QV
	From:	SCL Galax	ζ.											
89) Main St	City of Galax	1.26 5100	G	97%	0%	1%	1%	1%	0%	С	0.091	0.56	5500	G
69)														
	From:	SR 97 Pipers Ga	•	2221						_				
89) Main St	City of Galax	0.90 6000	G	99%	0%	1%	0%	0%	0%	С	0.086	0.559	6400	G
<u> </u>	To:	Maroon Tide	Dr											
89) Main St	City of Galax	0.16 5100	G	99%	0%	1%	0%	0%	0%	F	0.083	0.56	5400	G
89)							- , -			-				_
	To: From:	Oldtown St												
89) Main St	City of Galax	0.64 3100	G	98%	0%	1%	0%	0%	0%	С	0.102	0.56	3200	(
\mathcal{L}	To:	US 58 Stuart	Dr											
	From:	98-616 Baumgard	ner Ave											
90) Main St	Town of Rural Retreat (Maint:		F	98%	0%	1%	0%	1%	0%	С	0.089	0.58	6300	F
go) Main St	Town of Haraf Hetreat (Maint.	0.00 000	'	30 70	0 70	1 /0	0 /0	1 /0	0 70	O	0.000	0.50	0000	
	To: From:	NCL Rural Re	treat											
90)	Wythe County	0.66 6000	N	98%	0%	1%	0%	1%	0%	Ν	0.089	0.58	6300	Ν
	To	VC 11.0: 1 . C	D 1											
Main Ct	From:	US 11 Staleys Cros		000/	00/	10/	00/	10/	00/	F	0.000	0.50	5000	F
90) Main St	Wythe County	0.47 5600	F	98%	0%	1%	0%	1%	0%	г	0.083	0.53	2 5900	r
<u>~</u>	10:	I-81												
	From:	SR 90												
90) Ramp to I-81 N at Exit 60	Wythe County	0.13 2100	G								0.105		2100	
1	To:	I-81 N												
	Teore:		20			<u> </u>								
		SR 90; 98-68									0.007		1000	_
90) Ramp to I-81 S at Exit 60	Wythe County	0.13 1000	G								0.097		1000	C
<u> </u>	10:	I-81 S												
	From:	Tennessee State	Line											
91) Mountain City Rd	Washington County	1.62 2600	G	93%	0%	1%	1%	5%	0%	С	0.085	0.533	3 2800	C
,	7.	***************************************												
	From:	US 58 Douglas Dr; Jeb												
91) (58) Jeb Stuart Hwy	Washington County	0.54 3900	N	95%	0%	0%	1%	3%	0%	N	0.081	0.55	2 4100	Ν
> 	Τœ	ECL Damasc	cus											
91) (58) Jeb Stuart Hwy	Town of Damascus (Maint: 9		G	95%	0%	0%	1%	3%	0%	F	0.081	0.55	2 4100	C
(38) 600 61001.1.11	To:	Damascus I		0070	0 70		1 /0	0,0	0 70	•	0.001	0.00.	1100	`
	From:	US 58 Jeb Stuart												
91 Damascus Dr	Town of Damascus (Maint: 9		G	97%	0%	1%	0%	2%	0%	С	0.102	0.510	1900	(
gr) Bamasods Br	Town or Barnasous (Maint: 50	9) 0.70 1000		01 70	0 70	1 70	0 /0	270	0 70	J	0.102	0.01	1000	`
	To: From:	NCL Damasc	cus											
91)	Washington County	6.40 1800	N	97%	0%	1%	0%	2%	0%	Ν	0.102	0.51	1900	١
	To	95-803 Liberty H	T-11 D 4											
Manroa Bd	Mochinatan County			97%	00/	10/	00/	20/	00/	F	0.100	O E 1	0100	
Monroe Rd	Washington County	1.48 2000	G	9/%	0%	1%	0%	2%	0%	г	0.102	0.510	3 2100	C
<u> </u>	To	95-762 Loves M	lill Rd			\neg \vdash								
91) Monroe Rd	Washington County	3.51 2500	G	96%	0%	1%	1%	1%	0%	С	0.094	0.52	2700	
	To:	US 11 Lee H		/	- / -	—iĭ	. , •	. , •	- / -	•		3.32		`
	From:	US 11 Lee High												
	Washington County	0.51 8600	N	98%	0%	0%	0%	2%	0%	Ν	0.089	0.66	9100	١
91)				JU /0	0 /0	0 /0	0 /0	<u>~</u> /0	0 /0	1 N	0.003	0.00	9100	11
-	To:	SCL Glade Sp	rıng											

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

						Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	SCL Glade Sprin				221	221					0.400	
91) Maple St	Town of Glade Spring (Maint: 95)	1.37 8600	G 98%	0%	0%	0%	2%	0%	F	0.089	0.661	9100	G
	From:	BUS SR 91 Glade BUS SR 91 Maple			-								
91) Monte Vista Dr	Town of Glade Spring (Maint: 95)	0.77 4400	G 98%	0%	0%	0%	2%	0%	С	0.096	0.686	4600	G
91)	To the second of						_,-		-		51555		-
Q1 Crescent Rd	Washington County	NCL Glade Sprir 5.43 2500		0%	0%	0%	2%	0%	F	0.088	0.789	2700	G
91 Crescent Rd	washington County	5.45 2500	G 98%	0%	0%	076	270	0%	Г	0.000	0.769	2700	G
	From:	WCL Saltville											
91) S Main St	Town of Saltville (Maint: 95)	0.52 2700	G 97%	0%	1%	0%	2%	0%	С	0.091	0.647	2800	G
<u> </u>	To: From:	Smyth County Lin											
91) Main St	Town of Saltville (Maint: 86)	Washington County 1.15 2000	G 93%	0%	1%	5%	1%	0%	С	0.091	0.567	2100	G
g ₁ Main St	rown or darrying (want: 00)		G 3070	0 70	1 /0	J /0	1 /0	0 70	O	0.031	0.507	2100	ч
	To: From: Fr	Palmer Ave	• • • • • • • • • • • • • • • • • • • •	001		5 0/	40/	201	_	0.400	0.547	7400	
91) Main St	Town of Saltville (Maint: 86)	0.26 6700	G 93%	0%	1%	5%	1%	0%	F	0.106	0.547	7100	G
<u></u>	To: From:	SR 107 Worthy B	lvd										
91) E Main St	Town of Saltville (Maint: 86)	1.96 2500	G 93%	1%	1%	5%	0%	0%	С	0.1	0.59	2700	G
\smile	Tox	NCL Saltville											
91	Smyth County	0.17 2500	N 93%	1%	1%	5%	0%	0%	Ν	0.1	0.59	2700	Ν
	To:	86-743 Clark St	i										
_	From:	86-743 Upper Poor Va											
91) Saltville Hwy	Smyth County	4.66 1400	G 93%	1%	1%	5%	0%	0%	F	0.109	0.513	1500	G
<u> </u>	To: From:	SR 42 Bluegrass T	'rail		_								
91 Veterans Rd	Smyth County	0.54 580	G 93%	1%	1%	5%	0%	0%	F	0.099	0.594	610	G
	To:	Tazewell County I	ine										
	From:	Smyth County Li							_				_
91) Veterans Rd	Tazewell County	5.37 60	G 97%	1%	2%	0%	0%	0%	F	0.167	0.636	60	G
<u> </u>	To: From:	92-607 Little Tumbling 0	Creek Rd		_								
91 Madien Springs Rd	Tazewell County	5.64 80	G 97%	1%	2%	0%	0%	0%	С	0.152	0.6	90	G
\smile	To	92-604 Thompson Val	llev Rd										
91) Maiden Spring Rd	Tazewell County	2.62 100	G 97%	1%	2%	0%	0%	0%	F	0.142	0.533	110	G
91)	- a_oy			. , ,		0 70	0,70	0,0	•	· · · · -	0.000		.
- Mhittan Valley Dd	To a visit (92-609 College Estat 9.48 130		10/	20/	00/	00/	00/	г	0.150	0.5	140	G
91) Whitten Valley Rd	Tazewell County	US 19 Crocketts St	G 97%	1%	2%	0%	0%	0%	Г	0.152	0.5	140	G
			tore										
Dames to Lot N at First 00	Prom:	SR 91								0.007		0000	_
91) Ramp to I-81 N at Exit 29	Washington County	0.19 2200	G							0.087		2200	G
	10.	I-81 North											
	From	SR 91								0.4.5		4	_
91) Ramp to I-81 S at Exit 29	Washington County	0.15 4400	G							0.116		4400	G
<u> </u>	Trr	I-81 S											
Bus	From:	S SR 91 Glade Spr											
91) Glade St	Town of Glade Spring (Maint: 95)	1.38 740	G 99%	0%	1%	0%	0%	0%	С	0.112	0.582	780	G
<u> </u>	To:	N SR 91 Glade Spring;	Maple St										

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

Devite	luula diadaa	Laurantha AAF	T 04	4T:u=	Dua		Truc	k		00	K	Dir	AAWDT	- 0
Route	Jurisdiction	Length AAI		4Tire	bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDI	Q1
	Town of Poydton (Maint: 59)	0.32 90		98%	1%	0%	0%	00/	00/	С	0.12	0.688	020	G
92)	Town of Boydton (Maint: 58)			90 /6	1 /0	0 /6	0 /6	0%	0%	C	0.12	0.000	920	•
	Mecklenburg County	9.25 90	•	98%	1%	0%	0%	0%	0%	N	0.12	0.688	920	1
92	Meckleriburg County			96%	170	0%	0%	0%	0%	IN	0.12	0.000	920	
92) S Main St	Town of Chase City (Maint: 58)	SCL Cha 0.44 340		95%	1%	1%	1%	2%	0%	С	0.107	0.5	3500	(
92) 3 Main St	Town of Chase City (Maint. 56)			95%	1 70	1 70	1 70	270	076	C	0.107	0.5	3300	,
C Main Ct	Town of Chan City (Maint: 59)	"B" :		95%	1%	1%	1%	2%	0%	F	0.095	0.514	3500	
92 S Main St	Town of Chase City (Maint: 58)			95%	170	1%	1%	2%	0%	Г	0.095	0.514	3500	'
NI Maria Ot	To From:	Sycamo		050/	40/		40/	00/	00/		0.000	0.500	5000	
92 N Main St	Town of Chase City (Maint: 58)			95%	1%	1%	1%	2%	0%	F	0.092	0.502	5300	
	From:	E Seco S RT												
92) (49) E Second St	Town of Chase City (Maint: 58)			94%	2%	1%	0%	3%	0%	F	0.089	0.547	7700	
	Too	Endly	/ St											
92 49 W Second St	Town of Chase City (Maint: 58)			93%	1%	1%	1%	4%	0%	С	0.096	0.564	5800	
32) 43)	~	N SR												
92	Town of Chase City (Maint: 58)			92%	0%	1%	1%	5%	0%	С	0.094	0.502	3200	
92)	Tol			0270	0,0		. 70	0,0	0 / 0	Ū	0.00	0.002	0200	
	Mecklenburg County	WCL Cha		92%	0%	1%	1%	5%	0%	N	0.094	0.502	3200	
92)	Wiedkierburg County			3Z /6	0 /6	1 /0	1 /0	J /6	0 /6	IN	0.034	0.502	3200	
	Manufacture County	58-609;		000/	0%	10/	10/	F0/	00/	N.I.	0.004	0.500	0000	_
92	Mecklenburg County	0.21 310	00 N	92%	0%	1%	1%	5%	0%	N	0.094	0.502	3200	
	To: From:	58-600 Ai	•											_
92)	Mecklenburg County	1.52 310		92%	0%	1%	1%	5%	0%	N	0.094	0.502	3200	
	From:	Charlotte Co Mecklenburg		:										
92) JEB Stuart Hwy	Charlotte County	2.11 190		92%	0%	1%	1%	5%	0%	F	0.091	0.541	2000	
	To	US 15 Barne	e Iunction											
92) JEB Stuart Hwy	Charlotte County	3.80 200		92%	0%	1%	1%	5%	0%	F	0.096	0.537	2100	
92)	To								• , •					
92) JEB Stuart Hwy	Charlotte County	US 360 Ki 0.70 43		92%	4%	1%	1%	1%	0%	F	0.120	0.558	440	
92) OLB Gluari Tiwy	To:	Halifax Co		JZ /6	770	1/0	1 /0	1 /0	0 70	•	0.120	0.550	440	
	From:	Charlotte Co	_											
₉₂) Clover Rd	Halifax County	4.19 18	0 G	92%	4%	1%	1%	1%	0%	С	0.152	0.552	190	
<u></u>	To:	NCL C	lover			_								
92 Clover Rd	Clover (Maint: 41)	0.47 18	0 N	92%	4%	1%	1%	1%	0%	Ν	0.152	0.552	190	
\smile	To	41-746; 4	1-1001			<u> </u>								
92) Clover Rd	Clover (Maint: 41)	0.33 18		92%	4%	1%	1%	1%	0%	Ν	0.152	0.552	190	
	To	SCL C												
92) Clover Rd	Halifax County	0.80 18		92%	4%	1%	1%	1%	0%	N	0.152	0.552	190	
92) 5.075. 1.0	To:	US 360 South		02/0	۲/0		1 /3	. ,0	0 /0	. •	0.102	0.002	100	•

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

Davita	lunia di atau	l a sa antha	AADT (04	4T:	D		Tru	ıck		00	K	OK Di	r AAAADI	- OW
Route	Jurisdiction	Length /	AADI (QA ²	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fac	tor AAWDT	ı QW
	From:		rolina State l		2121					221					
93 Wilson Hwy	Grayson County	0.92			91%	0%	2%	4%	2%	0%	С	0.105	0.57	78 690	G
	10:	US 58 Near													
	From:		West of Gala												
(94) Riverside Dr	Grayson County	4.22	1700	G S	96%	0%	1%	1%	1%	0%	С	0.091	0.5	74 1800	G
<u> </u>	To: From:	SR 274	Riverside I	Dr											
94) Scenic Rd	Grayson County	2.05	1900	G :	95%	2%	1%	1%	1%	0%	F	0.100	0.54	13 2000	G
\bigcirc	Tα	38-805 Southwes	st of Fries Sp	pring Va	ılley										
	From:		pring Valley								_				_
(94) Scenic Rd	Grayson County	2.20	1900	G :	95%	2%	1%	1%	1%	0%	С	0.094	0.50	08 2000	G
<u> </u>	To: From:	W	CL Fries												
94	Town of Fries (Maint: 38)	0.48	1900	N S	95%	2%	1%	1%	1%	0%	Ν	0.094	0.50	08 2000	Ν
	To	29 100	01 W Main S	2+											
94) Scenic Rd	Town of Fries (Maint: 38)				95%	2%	1%	1%	1%	0%	F	0.093	0.53	38 2000	G
94) Seeme rid	rown or rines (waint: 60)			<u> </u>	00 /0	270	- 70	1 /0	1 /0	0 70		0.000	0.00	2000	ď
	To: From:		CL Fries												
94)	Grayson County				95%	2%	1%	1%	1%	0%	Ν	0.093	0.53	38 2000	N
<u> </u>	To: From:		l County Lin n County Li												
94 Ivanhoe Rd	Carroll County				95%	2%	1%	1%	1%	0%	F	0.086	0.5	19 1100	G
94 Ivanhoe Rd	To:		County Lin		<i>33</i> /6	2 /0	1 /0	1 /0	1 /0	0 /6	'	0.000	0.5	19 1100	ч
	From:		County Lin												
94) Ivanhoe Rd	Wythe County				95%	2%	1%	1%	1%	0%	F	0.09	0.62	22 1200	F
	To	00.620	D:												
94 Ivanhoe Rd	From: Wythe County		Riverview F 2100		95%	2%	1%	1%	1%	0%	F	0.096	0.67	71 2200	F
94 Ivanhoe Rd	wythe County					2 /0	1 /0	1 /0	1 /0	0 /6	'	0.030	0.0	2200	•
	To: From:	98-619 Austin													
(94) Ivanhoe Rd	Wythe County				95%	2%	1%	1%	1%	0%	F	0.095	0.7	7 8300	F
<u> </u>	To:	98-634 Lots 0													
94 Ivanhoe Rd	Wythe County	98-634 Lots 2.06			95%	2%	1%	1%	1%	0%	F	0.093	0.62	28 3600	F
94 Ivanhoe Rd	vvytrie County		Farmers Stor		90 /0	2 /0	1 /0	1 /0	1 /0	0 /6	'	0.093	0.02	20 3000	•
	E-mil						_								
€ Barre	Creation illa County		FROM RT 9	95								NA		NA	
95 Ramp	Greensville County	0.13	NA I Slainnan D	1.1								IVA		INA	
			Skippers R												
	From:	I-95-S054A J		4 RT 95	i										
95 Ramp	City of Colonial Heights (Maint: 20)	0.18	NA									NA		NA	
	10"	SR 144	FROM RT	95											
	From:		FROM RT 9	95											-
95) Ramp	City of Richmond (Maint: 20)	0.05	NA									NA		NA	
\sim	Τα	SR 161 SR	R 161- A Ga	p TO											
	From		North 73A												
95 Ramp	City of Richmond (Maint: 20)	0.22 1	11000	Α :	91%	1%	1%	1%	6%	0%	F	0.127		13000	Α
$\overline{}$	То	127-75	561 Maury S	St											

5/2/2016

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

Route	Jurisdiction	n Length	AADT C	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q١
Pama	From:		72A FROM RT	T 95								NA			NA	
Ramp	Fairfax Cour ™	29-613; 29-613		FROM	1 RT							INA			INA	
	From:		75B TO ROU	TE												
Ramp	Fairfax Cour	•	NA									NA			NA	
~NI	Fronc		1 FROM RT 9													_
(5) NB Express Lanes	L City of Alexandria (I		NA	y IND								NA			NA	
	Combined Traffic Estimates for Parallel I		NA									NA			NA	
oN	To. Fron:	US 1 P	atrick St; Mill	Rd												
NB Express Lanes	City of Alexandria (I	Maint: 29) 0.87	NA									NA			NA	
	Combined Traffic Estimates for Parallel I	<u> </u>	NA									NA			NA	
_	Τα	District of Colu			River											_
SS SB Express Lanes	From L City of Alexandria (I		xpress Lanes S	SB								NA			NA	
,,	Combined Traffic Estimates for Parallel I	•	NA									NA			NA	
	_To	US 1 P	atrick St; Mill	Rd			—									_
S SB Express Lanes	City of Alexandria (I	Maint: 29) 0.95	NA									NA			NA	
'	Combined Traffic Estimates for Parallel I	, , , , , , , , , , , , , , , , , , ,	NA									NA			NA	
	Τα	District of Colu	mbia Line, Pot	tomac I	River											
S Ramp	From: City of Alexandria (I		B Express Lan	nes								NA			NA	
nallip	City of Alexandria (i	Walii. 29) 0.65	Mill Rd									INA			IVA	
th	From:	North C	Carolina State L	Line			i									_
	Greensville Co				83%	1%	1%	1%	15%	0%	С	0.138			17000	
,	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	42000	Α	83%	1%	1%	1%	15%	0%	С	0.130	Α	0.535	34000	
h	To From:	40-	629 Skippers													_
	Greensville Co	ounty 4.12	21000	Α	83%	1%	1%	1%	15%	0%	F	0.137			18000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	42000	Α	83%	1%	1%	1%	15%	0%	F	0.128	Α	0.525	35000	
<u>h</u>	To From:	US 301	South of Empo	oria												_
	Greensville Co	ounty 1.70	21000	Α	83%	1%	1%	1%	15%	0%	F	0.136			18000	
/	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	43000	Α	83%	1%	1%	1%	15%	0%	F	0.127	Α	0.529	36000	
th	To From:	S	CL Emporia													_
5)	City of Emporia (N			Α	83%	1%	1%	1%	15%	0%	F	0.136			18000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:		Α	83%	1%	1%	1%	15%	0%	F	0.127	Α	0.529	36000	
	Τα		US 58													_

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	ī Q
orth	From:		US 58													
95)	City of Emporia (Maint: 40)		18000	Α	83%	1%	1%	1%	15%	0%	F	0.141			15000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	36000	Α	85%	1%	1%	1%	13%	0%	F	0.13	Α	0.537	30000	
orth	T _{cc} From:	NO	CL Empori	ia												
95)	Greensville County	1.37	18000	Α	83%	1%	1%	1%	15%	0%	F	0.141			15000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	36000	Α	85%	1%	1%	1%	13%	0%	F	0.13	Α	0.537	30000	
	To: From:	US 301	North of E	Imporia			_									
orth 05	Greensville County	0.52	19000	G	83%	1%	1%	1%	15%	0%	F	0.157			16000	
15)	Combined Traffic Estimates for 2 Parallel Roadways			G	85%	1%	1%	1%	13%	0%	F	0.14	Α	0.560	30000	
	To		4 Otterdan					.,.	,							
orth	From:				000/	10/	10/	10/	150/	00/	_	0.140			15000	
1 5	Greensville County		17000	A	83%	1%	1%	1%	15%	0% 0%	F	0.146	^	0.64	15000	
	Combined Traffic Estimates for 2 Parallel Roadways		ex County 1	G Line	85%	1%	1%	1%	13%	0%	F	0.135	Α	0.64	30000	
rth	From:		ille County													_
95)	Sussex County	0.16	17000	Α	83%	1%	1%	1%	15%	0%	F	0.146			15000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	35000	G	85%	1%	1%	1%	13%	0%	F	0.135	Α	0.64	30000	
auth	To: From:		US 301													
orth 95)	Sussex County	2.95	18000	Α	83%	1%	1%	1%	15%	0%	F	0.145			15000	
,,,	Combined Traffic Estimates for 2 Parallel Roadways			Α	85%	1%	1%	1%	13%	0%	F	0.132	Α	0.547	29000	
	To		-631 Jarrat	tt												
orth	Sussex County				83%	1%	1%	10/	150/	0%	_	0.145			14000	
95	Combined Traffic Estimates for 2 Parallel Roadways	-	17000	A A	85%	1%	1%	1% 1%	15% 13%	0% 0%		0.145	Α	0.563	14000 30000	
	Combined Trainic Estimates for 2 Faraner Hoadways	on this houte.		А	00%	1 70	1 70	1 70	13%	0%	Г	0.13	A	0.565	30000	
orth	From:		91-645													
95)	Sussex County		18000	Α	83%	1%	1%	1%	15%	0%	F	0.143			15000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	36000	Α	85%	1%	1%	1%	13%	0%	F	0.130	Α	0.538	30000	
orth	To: From:	SR 4	0 Stony Cr	reek												
95)	Sussex County	0.22	18000	Α	85%	1%	1%	1%	13%	0%	F	0.141			16000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	37000	Α	86%	1%	1%	0%	12%	0%	F	0.129	Α	0.541	31000	
	Τα	SCI	Stony Cre	eek												
orth	Town of Stony Creek (Maint: 9		18000	A	85%	1%	1%	1%	13%	0%	F	0.141			16000	
95)	Combined Traffic Estimates for 2 Parallel Roadways	•		A	86%	1%	1%	0%	12%	0%	F	0.141	Α	0.541	31000	
	- Tame Latinates for 21 arater noadways				00 /6	1 /0	1 /0	U /0	12/0	U /0	•	0.129	^	0.541	31000	
orth	- Lee Fron:		L Stony Cre													
95)	Sussex County		18000	Α	85%	1%	1%	1%	13%	0%	F	0.141			16000	
\smile	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	37000	Α	86%	1%	1%	0%	12%	0%	F	0.129	Α	0.541	31000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
orth	From:		2 Cabin Poi													
95)	Sussex Cour	,	19000	Α	84%	1%	1%	0%	14%	0%	С	0.139			16000	Α
	Combined Traffic Estimates for 2 Parallel F	•		Α	85%	1%	1%	0%	13%	0%	F	0.126	Α	0.511	32000	Α
orth	From:		George Courses County													
95)	Prince George C		19000	A	84%	1%	1%	0%	14%	0%	С	0.139			16000	A
30)	Combined Traffic Estimates for 2 Parallel F	•	38000	Α	85%	1%	1%	0%	13%	0%	F	0.126	Α	0.511	32000	/
	To	7,	4-623 Carso	n												
orth	From L Prince George C				84%	1%	10/	00/	14%	00/	_	0.139			16000	
95	_	•	19000	A			1%	0%		0% 0%	F		^	0.600	16000	/
	Combined Traffic Estimates for 2 Parallel F	<u> </u>		Α	85%	1%	1%	0%	13%	0%	Г	0.125	Α	0.632	32000	/
orth	To: From:	US 30	1, SR 35, S	R 156												
95)	Prince George C	County 4.54	21000	Α	85%	1%	1%	1%	13%	0%	С	0.131			18000	1
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	43000	F	86%	1%	1%	0%	12%	0%	С	0.115	В	0.555	36000	
	To From		US 301													
orth 95	Prince George C	County 1.11	22000	Α	85%	1%	1%	1%	13%	0%	F	0.126			20000	
95)	Combined Traffic Estimates for 2 Parallel F	•		Ā	86%	1%	1%	0%	12%	0%	F	0.116	Α	0.544	39000	
	Tallet Traine Estimates for 2 T drainer		I-295 West		00 /0	1 /0		0 70	12 /0	0 70	'	0.110		0.544	33000	
orth	From:		I-295 East													
95)	Prince George C	•	15000	Α	85%	1%	1%	1%	13%	0%	F	0.12			13000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	31000	Α	86%	1%	1%	0%	12%	0%	F	0.109	Α	0.506	27000	-
orth	To- From:		Rives Rd													
orth 95	City of Petersburg (I	Maint: 74) 1.15	18000	Α	85%	1%	1%	1%	13%	0%	F	0.111			16000	
33)	Combined Traffic Estimates for 2 Parallel F	,	36000	Α	86%	1%	1%	0%	12%	0%	F	0.104	Α	0.51	33000	
	To		Wagner Rd													
orth	From:		•								_					
95)	City of Petersburg (,	24000	Α	85%	1%	1%	1%	13%	0%	F _	0.101			23000	-
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	49000	Α	86%	1%	1%	0%	12%	0%	F	0.096	Α	0.515	47000	
orth	To: From:	US 460 Coun	ty Rd; US 3	301 Crat	er Rd											
95)	City of Petersburg (I	Maint: 74) 0.03	21000	Α	85%	1%	1%	1%	13%	0%	F	0.107			19000	1
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	42000	Α	86%	1%	1%	0%	12%	0%	F	0.096	Α	0.515	39000	
	Τα:	Maintenan	ce Jurisdicti	ion Char	ige											
orth	From: L City of Petersburg (I	Moint, OC) 0.44	I-85	_	000/	1%	1%	10/	C0/	00/	_	0.004			46000	
95)	, ,	,	47000	G	92%			1%	6%	0% 0%	F	0.094	۸	0.507	46000	(
	Combined Traffic Estimates for 2 Parallel F	<u> </u>		G	91%	1%	1%	1%	6%	0%	r	0.091	Α	0.507	89000	(
orth	To From:	US 301, Bus	US 460 W	ashingto	n St											
95)	City of Petersburg (Maint: 26) 0.64	54000	Α	92%	1%	1%	1%	6%	0%	F	0.090			53000	,
\smile	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	108000	G	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.503	106000	(
	To:	SCL	Colonial He	eights												

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

		Primary an	ia intorota					т				1/				—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	Q
	T	_					2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
orth	City of Colonial Heights		CL Petersbur 54000	<u>g</u> А	92%	1%	1%	1%	6%	0%	F	0.090			53000	,
DE 1	Combined Traffic Estimates for 2 Parallel R	,		G	91%	1%	1%	1%	6%	0%	· -	0.090	Α	0.503	106000	
	Combined Trainic Estimates for 2 Farallel A				91/6	1 /0	1 /0	1 /0	0 /0	0 /6	•	0.091	^	0.505	100000	
orth	From:		outhpark Blvo	d												
95)	City of Colonial Heights	s (Maint: 20) 0.98	46000	Α	92%	1%	1%	1%	6%	0%	F	0.091			45000	
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	93000	Α	91%	1%	1%	1%	6%	0%	F	0.088	Α	0.511	92000	
	T _{cc} From	SR 3	144 Temple A	Ave												
orth 05	City of Colonial Heights	s (Maint: 20) 2.38	51000	Α	92%	1%	1%	1%	6%	0%	С	0.09			51000	
15)	Combined Traffic Estimates for 2 Parallel R			A	91%	1%	1%	1%	6%	0%	C	0.089	Α	0.506	101000	,
	Tarano Tramo Estimates for E 1 diameter	<u>-</u>			0170	1 /0	. , ,	1 70	070	0,0	Ū	0.000	,,	0.000	101000	
orth	From:		Colonial Hei	ights												
95)	Chesterfield Cou	•	51000	Α	92%	1%	1%	1%	6%	0%	С	0.09			51000	
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	101000	Α	91%	1%	1%	1%	6%	0%	С	0.089	Α	0.506	101000	
wth	To- From:	20-620	0 Woods Edg	ge Rd												
orth 95	Chesterfield Cou	untv 2.90	49000	Α	92%	1%	1%	1%	6%	0%	F	0.088			49000	
	Combined Traffic Estimates for 2 Parallel R	,		Α	91%	1%	1%	1%	6%	0%	F	0.088	Α	0.523	99000	
	To		West Hundre													
orth	From:				2221						_					
95)	Chesterfield Cou	,	58000	F	92%	1%	1%	1%	6%	0%	F _	0.096			61000	
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	113000	G	91%	1%	1%	1%	6%	0%	F	0.096	Α	0.513	118000	
orth	To: From:		SR 288													
95)	Chesterfield Cou	unty 2.04	51000	Α	92%	1%	1%	1%	6%	0%	F	0.108			53000	
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	102000	Α	91%	1%	1%	1%	6%	0%	F	0.090	Α	0.588	105000	
	To	20	-613 Willis R	Rd												
orth 95)	Chesterfield Cou	unty 2.77	53000	Α	92%	1%	1%	1%	6%	0%	F	0.105			55000	
95)	Combined Traffic Estimates for 2 Parallel R	,		A	91%	1%	1%	1%	6%	0%	F	0.103	Α	0.587	111000	
	Combined Traine Estimates for 21 drailer for				3176	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.03	^	0.307	111000	
orth	From:		Chippenham	ı Pkwy												
95)	Chesterfield Cou	unty 0.80	50000	Α	91%	1%	1%	1%	6%	0%	F	0.115			52000	
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	100000	Α	91%	1%	1%	1%	6%	0%	F	0.089	Α	0.658	104000	
wth	To: From:	St	CL Richmond	d												
orth 15	City of Richmond (M	Maint: 20) 1.12	50000	Α	91%	1%	1%	1%	6%	0%	F	0.115			52000	
9)	Combined Traffic Estimates for 2 Parallel R	,		A	91%	1%	1%	1%	6%	0%	F	0.089	Α	0.658	104000	,
					01/0	1 /3	- ,,,	. , ,	0,0	0 /0	•	3.000	,,	3.000	10 1000	
	189	SP	R 161 Bells R	d												
orth	From:															
orth 95)	City of Richmond (M Combined Traffic Estimates for 2 Parallel R	•	49000 98000	A A	91% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	C C	0.108 0.089	Α	0.578	50000 101000	

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

		T Tilliary and	id intersta	110 110	uics											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	Q'
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
orth	From:		Maury St		0.10/	40/		40/	00/	00/	_	0.007			F7000	
95)	City of Richmond (Ma	,	56000	Α	91%	1%	1%	1%	6%	0%	F -	0.097			57000	1
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	113000	Α	91%	1%	1%	1%	6%	0%	F	0.085	Α	0.529	117000	1
orth	To: From:	Jam	es River Bri	dge												
95)	City of Richmond (Ma	aint: 43) 0.40	56000	Α	91%	1%	1%	1%	6%	0%	F	0.097			57000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	113000	Α	91%	1%	1%	1%	6%	0%	F	0.085	Α	0.529	117000	
	To	SR 195 D	owntown Ex	presswa	av											
orth	City of Richmond (Ma		60000	В	91%	1%	1%	1%	6%	0%	F	0.096			62000	
95	Combined Traffic Estimates for 2 Parallel Ro	,		В	91%	1%	1%	1%	6%	0%	' F	0.086	Α	0.597	136000	
	Combined Traine Estimates for 21 arailer no	<u> </u>			3176	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.000	^	0.537	130000	
rth	From:	US	250 Broad	St												
5)	City of Richmond (Ma	aint: 43) 0.92	64000	G	91%	1%	1%	1%	6%	0%	F	0.096			67000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	131000	G	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.597	136000	
rth East	To: From:	I-64 S	outh Interch	nange												
orth East 05 64	City of Richmond (Ma	aint: 43) 0.30	71000	F	93%	1%	1%	1%	5%	0%	F	0.084			74000	
3) (04)	Combined Traffic Estimates for 2 Parallel Ro	,		F	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.519	155000	
	To							.,.			-					
orth East	From:		mberlayne A													
5 (64)	City of Richmond (Ma	,	62000	Α	93%	1%	1%	1%	5%	0%	F	0.087			64000	
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	127000	Α	93%	1%	1%	1%	5%	0%	F	0.085	Α	0.510	132000	
rth East	To: From:	US 1, U	S 301 Belvi	dere St												
5 (64)	City of Richmond (Ma	aint: 43) 1.97	71000	Α	93%	1%	1%	1%	5%	0%	С	0.084			74000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	146000	Α	93%	1%	1%	1%	5%	0%	С	0.084	Α	0.519	153000	
	To	SR	161 Bouleva	ard			\neg \vdash									
orth East 05) (64)	City of Richmond (Ma	aint: 43) 0.78	76000	Α	93%	1%	1%	1%	5%	0%	F	0.089			79000	
15) (64)	Combined Traffic Estimates for 2 Parallel Ro	,		A	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.52	162000	
	- F					1 /0	1 70	1 /0	370	0 70	•	0.004	^	0.52	102000	
orth	From:		h Interchang	ge; I-19:												
) (5)	City of Richmond (Ma	aint: 43) 1.07	60000	Α	92%	1%	1%	1%	6%	0%	F	0.089			61000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	117000	F	92%	1%	1%	1%	6%	0%	F	0.077	F	0.517	121000	
orth	To: From:	NCL F	Richmond, S	R 161												
5)	Henrico County	ty 0.91	54000	F	92%	1%	1%	1%	6%	0%	F	0.089			57000	
J)	Combined Traffic Estimates for 2 Parallel Ro	cadways on this Route:	111000	F	92%	1%	1%	1%	6%	0%	F	0.089	Α	0.501	116000	
		•														
	To	TT	C 1 Brook D													
orth	From		S 1 Brook R		202/	40/	40/	40/	00/	00/	_	0.000			E4000	
orth	To From Henrico County Combined Traffic Estimates for 2 Parallel Ro	ty 0.30	50000	A G	92% 92%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F	0.093 0.091	Α	0.503	51000 104000	(

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	ī C
rth	From:		Chamberlay								_					
5)	Henrico County	1.82	49000	В	92%	1%	1%	1%	6%	0%	С	0.092			50000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	3 Route:	99000	В	92%	1%	1%	1%	6%	0%	С	0.087	Α	0.505	100000	ļ
rth	To From:	SR	73 Parham	Rd												_
95)	Henrico County	1.47	47000	Α	92%	1%	1%	1%	6%	0%	F	0.096			47000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	94000	Α	92%	1%	1%	1%	6%	0%	F	0.087	Α	0.53	94000	
	To From		I-295													
orth 05)	Henrico County	1.94	68000	Α	87%	1%	1%	1%	10%	0%	F	0.089			66000	
3)	Combined Traffic Estimates for 2 Parallel Roadways on this	-		A	87%	1%	1%	1%	10%	0%	F	0.086	Α	0.501	133000	
	Tα		ver County	Line												
rth	From:		ico County		070/	10/	10/	10/	100/	00/	_	0.000			00000	
95	Hanover County	0.95	68000	A	87%	1%	1% 1%	1%	10% 10%	0% 0%	F	0.089	Α	0.501	66000 133000	
	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	87%	1%	1 70	1%	10%	0%	Г	0.086	А	0.501	133000	
orth	From:	42-65	6 Sliding H	ill Rd												
95)	Hanover County	1.79	59000	В	87%	1%	1%	1%	10%	0%	С	0.091			54000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	117000	В	87%	1%	1%	1%	10%	0%	С	0.086	Α	0.515	107000	ł
rth	To: From:	42-80	2 Lewistow	n Rd												_
95)	Hanover County	2.12	54000	В	87%	1%	1%	1%	10%	0%	F	0.095			49000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	109000	G	87%	1%	1%	1%	10%	0%	F	0.092	Α	0.504	99000	
	To	S	CL Ashland	1			<u> </u>									
orth 05	Town of Ashland (Maint: 42)	0.53	54000	В	87%	1%	1%	1%	10%	0%	F	0.095			49000	
15)	Combined Traffic Estimates for 2 Parallel Roadways on this			G	87%	1%	1%	1%	10%	0%	F	0.092	Α	0.504	99000	
	Tol		R 54 Ashlan		0. 70	. , 0		. , 0	.070	0,0	•	0.002	•	0.00	00000	
orth	From:				070/	40/		40/	100/	00/	_				40000	
95)	Town of Ashland (Maint: 42)	1.72	52000	A	87%	1%	1%	1%	10%	0%	-	0.099		0.500	46000	
	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	87%	1%	1%	1%	10%	0%	Г	0.093	Α	0.522	89000	
orth	To: From:	N	CL Ashlan	d												_
95)	Hanover County	4.29	52000	Α	87%	1%	1%	1%	10%	0%	F	0.099			46000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	102000	Α	87%	1%	1%	1%	10%	0%	F	0.093	Α	0.522	89000	
orth	To: From:	SR 30 King	s Dominion	Bouleva	rd											_
05)	Hanover County	3.36	50000	Α	87%	1%	1%	1%	10%	0%	F	0.099			44000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	102000	Α	87%	1%	1%	1%	10%	0%	F	0.094	Α	0.508	89000	
	Τα		ine County													
orth	Caroline County	3.07	ver County 50000	Line A	87%	1%	1%	1%	10%	0%	_	0.099			44000	
95)	Caroline County Combined Traffic Estimates for 2 Parallel Roadways on this			A	87%	1%	1%	1%	10%	0% 0%	F	0.099	Α	0.508	89000	
	Tal		Rogers Cla		0170	1 70	1 70	1 70	1070	U 70	Г	0.094	А	0.506	09000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Lengt	n AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	į Q
orth		77 Rogers Cl													
5)	Caroline County 6.12		Α	87%	1%	1%	0%	11%	1%	F	0.097			41000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 91000	G	87%	1%	1%	0%	11%	0%	F	0.098	Α	0.521	79000	(
orth	Too From 16	639 Ladysm	ith Rd												
5)	Caroline County 6.35	48000	Α	87%	1%	1%	0%	11%	1%	F	0.096			42000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 97000	Α	87%	1%	1%	0%	11%	0%	F	0.093	Α	0.513	85000	
		sylvania Cou	nty Line												
th		roline County		070/	40/	10/	00/	440/	40/	_	0.000			40000	
5)	Spotsylvania County 1.61	48000	Α	87%	1%	1%	0%	11%	1%	F _	0.096			42000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 97000	Α	87%	1%	1%	0%	11%	0%	F	0.093	Α	0.513	85000	
h	Front 88-C	06 Mudd Ta	vern Rd												_
7	Spotsylvania County 7.58	49000	Α	87%	1%	1%	0%	11%	1%	С	0.096			43000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 98000	F	87%	1%	1%	0%	11%	0%	С	0.078	F	0.537	86000	
		S 17, Ramp I													
· · ·		17 Jefferson			40/		00/	440/	40/	_	0.000			55000	
[17]	Spotsylvania County 2.81	58000	Α	87%	1%	1%	0%	11%	1%	-	0.086			55000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 119000	Α	87%	1%	1%	0%	11%	0%	F	0.082	Α	0.535	111000	J
า	T _{CC} From:	CL Fredericks	sburg												_
17	City of Fredericksburg (Maint: 88) 0.89	58000	Α	87%	1%	1%	0%	11%	1%	F	0.086			55000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 119000	Α	87%	1%	1%	0%	11%	0%	F	0.082	Α	0.535	111000)
	Та	SR 3 Plank I	Rd			<u> </u>									
h A	City of Fredericksburg (Maint: 88) 2.29	74000	Α	87%	1%	1%	0%	11%	1%	E	0.077			72000	
17	Combined Traffic Estimates for 2 Parallel Roadways on this Route			87%	1%	1%	0%	11%	0%	· -	0.077	Α	0.520	140000	
		fford County		07 70	1 70	1 70	0%	1170	0%	Г	0.074	A	0.520	140000	
h		CL Frederick													_
17	Stafford County 1.25	74000	Α	87%	1%	1%	0%	11%	1%	F	0.077			72000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 146000	Α	87%	1%	1%	0%	11%	0%	F	0.074	Α	0.520	140000)
	To US 17; E	US US 17 W	arrenton	Rd		\neg \vdash									
th - }	Stafford County 2.53	64000	F	91%	1%	1%	0%	7%	0%	F	0.077			62000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		F	91%	1%	1%	1%	7%	0%	' 	0.077	Α	0.507	124000	
				3176	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.073	^	0.307	124000	
h	rom.	000 Centrepo	rt Pkwy												_
)	Stafford County 4.22	67000	F	91%	1%	1%	0%	7%	0%	F	0.077			66000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 132000	F	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.528	129000	i
+h-	To From 89-	630 Courthou	ise Rd												
rth	Stafford County 2.90	68000	Α	91%	1%	1%	0%	7%	0%	С	0.073			66000	
5	Combined Traffic Estimates for 2 Parallel Roadways on this Route			91%	1%	1%	1%	7%	0%	С	0.073	Α	0.511	131000	
		10 Garrisons		J1/0	1 /0	1 /0	1 /0	1 /0	U /0	J	0.071	^	0.511	101000)

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

		-						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	89-61	0 Garrisonvi	lle Rd												
95)	Stafford County	4.84	71000	Α	91%	1%	1%	0%	7%	0%	F	0.080			70000	Α
\circ	Combined Traffic Estimates for 2 Parallel Roadway			Α	91%	1%	1%	1%	7%	0%	F	0.069	Α	0.615	140000	Α
Nauda	To:		William Cou ford County													
North 95	Prince William County	0.08	71000	A	91%	1%	1%	0%	7%	0%	F	0.080			70000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadway			A	91%	1%	1%	1%	7%	0%	F	0.069	Α	0.615	140000	Α
	Tol.				0170	1 70		1 70	1 70	070	•	0.000	,,	0.010	1 10000	,,
North	From:		sell Rd Quar													
95)	Prince William County	2.32	62000	Α	91%	1%	1%	0%	7%	0%	F	0.078			63000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	124000	Α	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.517	124000	Α
North	To: From:	76	-619 Joplin	Rd												
95)	Prince William County	2.39	80000	G	91%	1%	1%	0%	7%	0%	F	0.084			79000	G
(33)	Combined Traffic Estimates for 3 Parallel Roadway		167000	G	91%	1%	1%	0%	7%	0%	F	0.063	F	0.594	164000	G
	To.		234 Dumfrie													
North	From:				000/	40/	40/	00/	00/	00/	_	0.074			74000	
95	Prince William County	3.55	71000	A	92%	1%	1%	0%	6%	0%	С	0.074	_	0.040	71000	A
	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	164000	G	93%	1%	1%	0%	5%	0%	F	0.065	F	0.649	164000	G
North	To: From:	76	-784 Dale B	lvd												
95)	Prince William County	2.22	69000	G	92%	1%	1%	0%	6%	0%	F	0.075			70000	G
	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	162000	G	93%	1%	1%	0%	6%	0%	F	0.064	F	0.515	165000	G
	To	76-3000	Prince Willi	am Pkw	y		\neg \vdash									
North	Prince William County	1.92	83000	G	92%	1%	1%	0%	6%	0%	F	0.076			84000	G
95	Combined Traffic Estimates for 3 Parallel Roadway	_		G	93%	1%	1%	0%	6%	0%	' F	0.075	F	0.553	193000	G
	- Tanic Estimates for 31 araner roadway				30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.003	'	0.555	193000	ч
North	From:		23 Gordon	Blvd												
95)	Prince William County	0.74	92000	G	92%	1%	1%	0%	6%	0%	F	0.088			93000	G
\smile	Combined Traffic Estimates for 3 Parallel Roadway			G	93%	1%	1%	0%	5%	0%	F	NA			216000	G
North	To: From:	Fairfax Cour Prince William C	., .,													
North 95	Fairfax County	0.38	92000	G	92%	1%	1%	0%	6%	0%	F	0.088			93000	G
95)	Combined Traffic Estimates for 3 Parallel Roadway			G	93%	1%	1%	0%	5%	0%	F	NA			216000	G
	то					. , ,		0 / 0	0,0	0 / 0	•					<u> </u>
North	From:		Richmond													_
95)	Fairfax County	2.49	90000	F	92%	1%	1%	0%	6%	0%	F	0.081			91000	F
\smile	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	199000	G	93%	1%	1%	0%	5%	0%	F	0.064	F	0.655	199000	G
North	To: From:	29	-642 Lorton	Rd												
95)	Fairfax County	1.90	83000	G	91%	1%	1%	0%	7%	0%	F	0.085			82000	G
	Combined Traffic Estimates for 3 Parallel Roadway			G	92%	1%	1%	0%	6%	0%	F	0.064	F	0.628	197000	G
	То		to Express				Ti.	- / -			-		-			

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

		Fillially al						Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
North	From:		to Express													
95)	Fairfax Cou	•	87000	G	92%	1%	1%	0%	6%	0%	F	0.082			85000	G
\smile	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	152000	G	93%	1%	1%	0%	5%	0%	F	0.064	F	0.503	161000	G
North	To: From:	29-617 Backlick Ro	d, SR 286 Fa	airfax Co	ounty Pkw	y										
95)	Fairfax Cou	nty 2.56	103000	G	92%	1%	1%	0%	6%	0%	F	0.074			101000	G
\bigcirc	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	209000	G	93%	1%	1%	0%	6%	0%	F	0.063	F	0.607	207000	G
NI	To:	Exp	ress Lane R	amp												
North 95	Fairfax Cou	ntv 0.14	103000	N	92%	1%	1%	0%	6%	0%	N	0.074			101000	N
95)	Combined Traffic Estimates for 3 Parallel	,		N	92%	1%	1%	0%	6%	0%	N	0.063	F	0.607	233000	N
	To:	I-395; 29-644 Fra														
North	Fron:					40/	40/	201	00/	00/	_	0.070			110000	
95	Fairfax Cou	•	116000	G	92%	1%	1%	0%	6%	0%	F	0.073			118000	G
	Combined Traffic Estimates for 2 Parallel		213000 Capital Bel	G	92%	1%	1%	0%	6%	0%	F	NA			212000	G
North	From:	1-475	I-495	iway												
95) Capital Beltway	Fairfax Cou	nty 0.96	95000	Α	92%	1%	1%	0%	6%	0%	F	0.085			102000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel	•		Α	92%	1%	1%	0%	6%	0%	F	0.08	Α	0.507	202000	Α
		Capital Beltwa	y is also s	signed	as I-495	5										
North	To: From:	29-6	513 Van Dor	n St												
95) Capital Beltway	Fairfax Cou	nty 1.54	63000	G	92%	1%	1%	0%	6%	0%	F	0.084			66000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	146000	G	92%	1%	1%	0%	6%	0%	F	0.069	F	0.549	151000	G
		Capital Beltwa		signed	as I-495	5										
	Tα	Eisenho	ower Ave Co	nnector												
North 95) Capital Beltway	Fairfax Cou	nty 1.55	72000	G	92%	1%	1%	0%	6%	0%	F	0.084			72000	G
95 Capital Beltway	Combined Traffic Estimates for 2 Parallel	•		G	92%	1%	1%	0%	6%	0%	F	0.072	Α	0.553	152000	G
	Combined Traine Learnaice for ET araner	Capital Beltwa					1 70	0,0	070	070	•	0.072	,,	0.000	102000	Ğ
	To:		41 Telegrap													
North	From:															
95 Capital Beltway	Fairfax Cou	,	68000	G	95%	1%	1%	1%	2%	0%	-	0.074	_	0.540	66000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	1%	1%	1%	4%	0%	F	0.067	F	0.516	136000	G
	To:	Capital Beltwa	CL Alexand	_	as 1-495)										
North	From:		fax County l													
95 Capital Beltway	City of Alexandria (Maint: 29) 0.25	68000	G	95%	1%	1%	1%	2%	0%	F	0.074			66000	G
\smile	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	139000	G								0.067	F	0.516	NA	
		Capital Beltwa		_	as I-495	5										
	То:	US	Richmond	Hwy												

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

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
lorth	From:		Richmond F		2221					221					=	_
95 Capital Beltway	City of Alexandria (Maint: 29)	1.07		G	92%	1%	1%	0%	6%	0%	F	0.081	_	0.504	71000	G
Cor	mbined Traffic Estimates for 4 Parallel Roadways o			G		_						0.072	F	0.504	NA	
	Τα	District of Column	<i>IS AISO SI</i>	ignea Potomac	AS I-495)	1									
L. d	From															
North 95 Skippers Welcome Center	Greensville County	I-95 North t 0.05	NA	e Cente	T .							NA			NA	
95) emppere Welcellie Celler	To:	Enter Welcom		Parking	Lot										1471	
lorth	From:	Exit Welcom	e Center Pa		_ot											
95) Skippers Welcome Center	Greensville County	0.04	1700	Α	97%	0%	1%	0%	1%	0%	С	0.154			1300	Α
lorth	To: From:	RAOA FROM	M PARKIN	NG ARI	EΑ											
95) Skippers Welcome Center	Greensville County	0.01	NA									NA			NA	
33) - FF	Tα		95 North													
North	From:	I-	95 North													
95) Ramp	Greensville County		1300	G			•					0.073			1300	C
	To:	40-629 N	Moores Fer	ry Rd												
lorth	From:	I-	95 North													
95) Ramp	Greensville County		1100	G								0.094			1100	C
<u> </u>	To:	I-95 S	South Exit 8	8A												
North _	From:		95 North													
95 Ramp	City of Emporia (Maint: 40)		3300	G								0.078			3300	C
lorth	From:	I-95 North E I-95-N011	C TO RT 5	amp spl 58 BUS	ıt											
95) Ramp	City of Emporia (Maint: 40)	0.04	NA	JO BOD								NA			NA	
	Tα	US 58 F	ROM RT	95 N												
North	From:	I-	95 North													
95) Ramp	City of Emporia (Maint: 40)		1100	G								0.077			1100	C
<u> </u>	Tα:		US 58													
North	From:		A TO Bus	US 58												
95) Ramp	City of Emporia (Maint: 40)	0.05	NA									NA			NA	
<u> </u>	10.		M RT 95 l	N												
North Bomp	From:		95 North]					0.174			600	,
95 Ramp	Greensville County	0.08	580 US 301	Α								0.174			690	F
1l.	Framel															
North 95) Ramp	Greensville County	0.24	95 North 210	G								0.116			210	G
90) . 101111	Tre		1 Otterdam				1					5.710			_10	
North	From:		95 North				i									
95) Ramp	Sussex County		1000	G								0.106			1000	G
5	To:		Blue Star l													_

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

D .			Truck K Dir	AANADT ON
Route	Jurisdiction	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail QC QK Factor Factor	or AAWDT QW
North 95) Ramp	Sussex County	I-95 North 0.22 310 G	0.090	310 G
95) (14)	To:	91-631 Jarratt Rd	0.030	310 G
North	From:	I-95 North	1	
95 Ramp	Sussex County	0.21 140 G	0.132	140 G
	To:	91-645 Owen Rd		
North	From:	I-95 North		
95) Ramp	Sussex County	0.23 610 G	0.095	610 G
<u> </u>	To:	SR 40 Sussex Dr		
North	From:	I-95 North		
95) Ramp	Sussex County	0.21 1000 G	0.083	1000 G
<u> </u>	10.	91-602 Cabin Point Rd		
North 95 Carson Rest Area Ramp	Prince George County	I-95 North to Rest Area 0.19 1200 G 78% 0%	 1% 0% 20% 0% C 0.101	1200 G
95 Carson Rest Area Ramp	Time George County	Enter Rest Area Parking Lot	176 076 2076 076 C 0.101	1200 G
North	From:	Exit Rest Area Parking Lot		
95) Carson Rest Area Ramp	Prince George County	0.20 NA	NA	NA
\subseteq	То:	I-95 North from Rest Area		
North	From:	I-95 North		
95) Ramp	Prince George County	0.25 340 G	0.103	340 G
<u> </u>	10:	74-623 Rowanty Rd		
North	From:	I-95 North to Weigh Station		2000
95 Ramp	Prince George County	0.36 2200 G I-95 North from Weigh Station	0.066	2200 G
	From	*		
North 95) Ramp	Prince George County	I-95 North 0.23 460 G	0.102	460 G
95) Hamp	Trillice deolige County	SR 35 Courtland Rd	0.102	400 a
North	From:	I-95 North		
95) Ramp	Prince George County	0.80 490 G	0.103	490 G
33)	To:	US 301 Crater Rd		
North	From:	I-95 North		
95) Ramp	City of Petersburg (Maint: 74)		0.259	1000 A
	To:	123-9008 Rives Rd		
North	From:	I-95 North		
95) Ramp	City of Petersburg (Maint: 74)		0.139	300 A
\smile	Τσ	123-9010 Wagner Rd		
North	From	I-95 North		
95) Ramp	City of Petersburg (Maint: 74)		0.097	690 G
\smile	To	123-9010 Wagner Rd		
North	From:	I-95 North Collector Rd		
95 Ramp	City of Petersburg (Maint: 74)		0.228	600 G
\sim	To:	US 460 County Dr		

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

		Fillinary and interstate noutes			
Route	Jurisdiction	Langth AADT OA ATira Rus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT	QW
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.14 500 G BUS US 460 P	0.1	500	G
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.16 1900 G US 301	0.131	1900	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	I-95 North 0.04 3300 G	0.091	3300	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to US 460 East 0.15 2800 G Ramp From US 460 West	0.1	2800	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.26 10000 A	0.139	12000	Α
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to US 301 North 0.22 NA	NA	NA	
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to US 301 South 0.06 9700 G Ramp From US 301	0.134	9700	G
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.14 14000 A	0.118	15000	Α
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to Wythe & Washington Streets 0.01 NA I-95 North	NA	NA	
North 95 Ramp	City of Petersburg (Maint: 26)	I-95 North Collector Rd 0.47 3600 G 5 North Exit 68B To Wythe St & Washington St	0.094	3600	G
North 95 Ramp	City of Petersburg (Maint: 26)	I-95 North 0.43 5400 G I-85 South	0.112	5400	G
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.19 970 G US 301 Par, Bank St	0.116	970	G
North 95 Ramp	City of Colonial Heights (Maint: 20)	I-95 North 0.21 11000 A 106-2 Southpark Blvd	0.109	11000	A
North 95 Ramp	City of Colonial Heights (Maint: 20)	I-95 North	0% 0% 1% 0% C 0.099	5900	F

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	S 2Axle 3+Axle 1Trail 2Trail QC K QK Dir Factor Factor	AAWDT	QW
North 95 Ramp	Chesterfield County	I-95 North 0.29 8000 G 20-746 Ruffin Mill Rd	0.089	8000	G
North 95 Ramp	Chesterfield County	I-95 North 0.38 2900 G SR 10 E, West Hundred Rd	0.084	2900	G
North 95 Ramp	Chesterfield County	I-95 North 0.24 4500 G SR 10 W, West Hundred Rd	0.111	4500	G
North 95 Ramp	Chesterfield County	I-95 North 0.09 3300 A 20-613 Willis Rd	0.137	3800	Α
North 95 Ramp	Front: Chesterfield County To:	I-95 North 0.70 2800 A SR 895 East	0.112	2900	Α
North 95 Ramp	Chesterfield County	I-95 North 0.48 12000 G 1SR 150-P	0.102	12000	G
North 95 Ramp	City of Richmond (Maint: 20)	I-95 North 0.30 6400 F I-95 South Exit 69A Ramp	0.188	6400	F
North 95 Ramp	City of Richmond (Maint: 20)	I-95 North 0.50 2000 A I-95 South Exit 73A	0.192	2400	Α
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.26 NA SR 195	NA NA	NA	
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.06 10000 G -95-N074D TO BROAD ST VIA 17TH ST	0.135	10000	G
North 95 Ramp	City of Richmond (Maint: 43)	0.14 4300 G I-95-S074C I-95- 74C FROM ROUT	0.184	4300	G
North 95 Ramp	City of Richmond (Maint: 43)	-95-N074C TO BROAD ST VIA 17TH ST 0.15 5900 G 1US 360-P; 127-7608 VENABLE ST	0.115	5900	G
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.14 19000 G Ramp to 7th Street	0.092	21000	G
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North Exit 75A 0.16 1800 G 7th Street	0.134	1800	G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck		Dir . AAWDT QW
	Jungaletion		2Axle 3+Axle 1Trail 2Trail	ail Factor Fa	actor
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.10 12000 G		0.105	12000 G
93)	To:	127-50 Chamberlayne Pkwy			
North	From:	I-95 North			
95 Ramp	City of Richmond (Maint: 43)	0.12 4100 G		0.130	4100 G
<u> </u>	To:	127-7603 Hermitage Rd			
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.15 5000 F 99% 0%	 1% 0% 0% 0%	6 F 0.108	5300 F
93)	To:	127-7576 Westbrook Ave	170 070 070 07	0 1 0.100	
North	From:	I-95 North			
95) Ramp	Henrico County	0.13 4600 G		0.116	4600 G
	Τα	Wilmer Ave			
North	Henrico County	I-95 North 0.18 5400 A		0.130	6100 A
95 Ramp	Tre Tre	US 301; 2US 301-P FROM R		0.130	0100 A
North	From:	I-95 North			
(95) Ramp	Henrico County	0.27 2500 G		0.145	2500 G
$\overline{}$	Tα	SR 73 E, Parham Rd			
North	From:	I-95 North		2.422	
95 Ramp	Henrico County	0.22 5800 G SR 73 W, Parham Rd		0.109	5800 G
North	From:	I-95 North			
95) Ramp	Henrico County	0.30 4200 G		0.149	4200 G
	To:	I-295 East Collector Road			
North	From:	I-95 North			_
95 Ramp	Henrico County	0.24 6300 G I-295 West Collector Road		0.132	6300 G
Newle	From				
North 95 Ramp	Hanover County	I-95 North 0.40 8800 G		0.11	8800 G
<u></u>	To:	42-656 Sliding Hill Rd			
North	From:	I-95 North			
95) Ramp	Hanover County	0.24 3300 G		0.118	3300 G
	Tα	42-656 Sliding Hill Rd			
North (95) Collector Distributor Ramp	Hanover County	0.18 13000 G		0.101	13000 G
35) Concotor Pistributor Harrip	Tol.			0.101	10000 0
North	From	I-95-N086A TO RT 656			
95 Collector Distributor Ramp	Hanover County	0.16 NA		NA	NA
North	To: From	42-656-E000B FROM RT 656 EAST			
95 Collector Distributor Ramp	Hanover County	0.19 NA		NA	NA
$\overline{}$	To	I-95-N086B TO RT 656 WEST			

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

		Timary and interestate Heates			
Route	Jurisdiction		Truck 2Axle 3+Axle 1Trail 2Trail		Dir Ctor AAWDT QW
North	From:	I-95-N086B TO RT 656 WEST			
95 Collector Distributor Ramp	Hanover County	0.18 NA		NA	NA
	To	42-656-W000B FROM RT 656	7		
North	From:				
95) Collector Distributor Ramp	Hanover County	0.08 NA		NA	NA
\smile	To:	I-95-N END COLLECTOR ROAD00- RT 656			
North	From:	I-95 North			
95 Ramp	Hanover County	0.16 5300 G	_	0.138	6000 G
30)	To:	42-802 Lewistown Rd	\neg		
-1111-	From		1		
North Ramp	Hanover County	I-95 North 0.19 1400 G		0.094	1400 G
95 Ramp	Tailovei County		¬	0.094	1400 G
	100	SR 54 East Patrick Henry Rd			
North	From:	I-95-N TO RT 54			
(95) Ramp	Hanover County	0.24 7400 G		0.099	7400 G
\smile	To:	SR 54 FROM RT 95			
North	From:	I-95-N TO RT 30			
95) Ramp	Hanover County	0.17 2600 G	_	0.114	2600 G
93) **			_		
North	From:	I-95-N098B JB-42 FROM RT 95			
95) Ramp	Hanover County	0.04 NA		NA	NA
	To:	SR 30 FROM RT 95	\neg		
Newth	From	I-95-N098A JB-42 FROM RT 95			
North	Hanover County	0.03 NA	<u> </u>	NA	NA
95 Ramp	Transver County	SR 30 SR 30- B TO AND FROM RT		IVA	INA
North	From:	I-95 North			
95 Ramp	Caroline County		<u>2</u> % 1% 37% 1%	C 0.081	10000 G
\smile	To:	SR 207 FROM RT 95			
North	From:	I-95 North to Rest Area			
95) Ladysmith Rest Area Ramp	Caroline County	0.17 2300 A	_	0.127	2000 A
	To:	Enter Rest Area Parking Lot	\neg		
North	From:	Exit Rest Area Parking Lot			
95) Ladysmith Rest Area Ramp	Caroline County	0.07 2300 A		0.127	2000 A
	To:	I-95 North from Rest Area			
Newth	From:	1 05 Nd.			
North Ramp	Caroline County	I-95 North 0.15 2000 G		0.101	2000 G
95 Ramp	Tax		_	0.101	2000 G
	10.	16-639 Ladysmith Rd			
North	From	I-95-N TO RT 66			
95) Ramp	Spotsylvania County	0.22 2400 G		0.097	2400 G
\smile	Tα	88-606 FR RT 95 TO RT			
North	From:	I-95 North			
95) Ramp	Spotsylvania County	0.29 4300 G	_	0.094	4300 G
93)	To:	US 1 Jefferson Davis Hwy	\neg	0.004	4000 G
		US 1 JEHEISUH DAVIS FIWY	L		

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

Route	Jurisdiction	Length AADT QA 4Tire	e Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
North	From:	I-95-N TO RT 1		ZAXIE	3+AXIE	TITAII	ZIIali		1 actor	i actor		
95) Ramp	Spotsylvania County	0.08 1700 G							0.089		1700	G
	To:	US 1 Gap FROM RT 95										
North	From:	I-95 North										
95 Ramp	Spotsylvania County _{τα}	0.37 3500 G							0.090		3500	G
	Farm	SR 3 E, Plank Rd										
North 95 Ramp	Spotsylvania County	I-95 North 0.18 6000 G							0.075		6000	G
95)	To:	SR 3 W, Plank Rd		Ī					0.070		0000	Ğ
North	From:	I-95 Collector Rd										
95) Ramp	Stafford County	0.29 2200 F 92%	1%	2%	1%	3%	0%	С	0.084		2200	F
\smile	Tσ:	US 17 BUS										
North	From:	I-95 Collector Rd										
95) (17) Ramp, I-95 N to US 17 N	Stafford County	0.16 15000 G 87%	1%	1%	1%	9%	0%	С	0.085	0.564	15000	G
<u> </u>	Tot	BUS US 17										
North Callacter Dd	From:	I-95 North	10/	10/	10/	00/	00/	0	0.000		10000	F
95 (17) Collector Rd	Stafford County	0.45 18000 F 87%	1%	1%	1%	9%	0%	С	0.090		18000	Г
North	To: From:	I-95-N133A TO RT 17 BUS										
95) (17) Collector Rd	Stafford County	0.30 16000 F							0.096		16000	F
North	To: From:	JS 17-S180A FROM RT 17 SOUTH @ 17 B	US									
95) (17) Collector Rd	Stafford County	0.20 NA							NA		NA	
	To:	I-95-N133B RAMP TO RT 17										
North	From:	I-95 North Collector Rd							0.005		10000	_
95 Collector Rd	Stafford County	0.18 16000 F							0.095		16000	F
North	To: From:	C1US 17-N002A FROM RT 17 BUS NORT	Н									
(95) Collector Rd	Stafford County	0.36 11000 G 97%	0%	1%	1%	1%	0%	F	0.094		12000	G
$\overline{}$	То:	I-95 North										
North	From:	I-95 North										
95 Ramp	Stafford County	0.37 4100 F							0.174		4100	F
	10.	89-8900 Centreport Pkwy										
North Ramp	Stafford County	I-95 North 0.19 6900 F							0.075		6900	F
95 Ramp	Stanord County	89-630 Courthouse Rd		1					0.075		6900	Г
North	From:	I-95 North										
(95) Ramp	Stafford County	0.20 4800 F 96%	0%	1%	1%	2%	0%	С	0.106		4800	F
	To:	US 1 Jefferson Davis Hwy										
North	From	I-95 North										
95) Ramp	Stafford County	0.25 7200 F 97%	1%	1%	0%	1%	0%	С	0.069		7200	F
\smile	To	89-610 Garrisonville Rd										

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

Route	Jurisdiction	Length AADT QA	ATiro	Rue		Tru			QC	K	QK	Dir	AAWDT	. OW
	Julisaletion			Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	
North	Prince William County	I-95-N TO GOVERNMENT 0.13 4300 G								0.199			4300	G
95 Ramp	To:	FROM RT 95								0.133			4000	G
North	From:	I-95 North												
95) Ramp	Prince William County	0.08 3000 G	98%	0%	1%	1%	0%	0%	F	0.11			3600	G
93)		Split of ramp from I-95 North to 76-6				. , ,	0 70	0 / 0	•	· · · ·			0000	<u> </u>
North	From:	Split of ramp from I-95 No												
95) Ramp	Prince William County	0.08 NA								NA			NA	
\smile	To:	76-619 Joplin Rd EB												
North	From:	Split of ramp from I-95 No	orth											
95) Ramp	Prince William County	0.14 NA								NA			NA	
\smile	То:	76-619 Joplin Rd WB												
North	From:	I-95 North												
95 Ramp	Prince William County	0.24 2300 G								0.114			2300	G
\smile	To:	SR 234 Dumfries Rd												
North	From:	I-95 North												
95) Ramp	Prince William County	0.22 9000 G								0.098			9000	G
\smile	To:	SR 234 Dumfries Rd												
North	From:	I-95 North to Scales												
95) Dale City Rest Area Ramp	Prince William County	0.22 4600 G	13%	5%	3%	4%	72%	2%	С	0.081			4600	G
\smile	To:	Enter Scales												
North	From:	Exit Rest Area Parking L							_					_
95) Dale City Rest Area Ramp	Prince William County	0.45 6400 G		4%	2%	2%	52%	2%	С	0.06			6400	G
<u> </u>	To:	I-95 North from Rest Are												
North	From:	I-95 North Collector Ro												_
95) Ramp	Prince William County	0.29 5200 G								0.113			5200	G
<u> </u>	To:	76-784 Dale Blvd												
North	From:	I-95 Collector Rd												
95) Ramp	Prince William County	0.24 5100 G								0.124			5100	G
<u> </u>	To:	76-784 Dale Blvd												
North	From:	I-95 North to Rest Area												
95) Dale City Rest Area Ramp	Prince William County	0.20 1500 G								0.077			1500	G
	To:	Enter Rest Area Parking I												
North	Prince William County	Exit Rest Area Parking L 0.23 2100 A		1%	2%	0%	1%	0%	С	0.223			1700	Α
95 Dale City Rest Area Ramp	To:	0.23 2100 A I-95 North from Rest Are		170	270	076	1 70	0%	C	0.223			1700	А
	From		a		<u> </u>									
North		I-95 North								0.101			12000	_
95 Collector Rd	Prince William County	0.19 13000 G								0.131			13000	G
North	To: From:	I-95 North Exit 156A to 76-784	Dale Blvd											
95 Collector Rd	Prince William County	0.11 7800 G								0.141			7800	G
	Tor	76-784-E006B FROM RT 784-DA												

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT Q
North 95 Collector Rd	Prince William County	76-784-E006B FROM RT 784-DALE BLVD 0.19 NA		NA	NA
North (95) Collector Rd	Prince William County	I-95-N156B TO RT 784-DALE BLVD 0.14 NA		NA	NA
North 95 Collector Rd	Prince William County	76-784-W006B FROM RT 784-DALE BLVD 0.17 NA		NA	NA
North	To: From:	76-2000-E004A FROM RT 2000-OPITZ BLVD		NA	NIA.
95 Collector Rd	Prince William County	0.27 NA 76-2000-W004A FROM RT 2000-OPITZ BLVD			NA
95 Collector Rd	Prince William County	0.21 NA I-95-N END COLL RD00- RTS 784 & 200000-		NA	NA
North 95 Ramp	Prince William County	I-95 North Collector Rd 0.26 2900 G SR 294 Prince William Pkwy		0.091	2900 C
North Ramp	Prince William County	I-95 North Collector Rd 0.21 7100 G SR 294 Prince William Pkwy		0.085	7100 0
North 95 Ramp	Prince William County	I-95-N BEG COLL RD00- RT 3000PR WM PKW 0.12 NA		NA	NA
North 95 Ramp	Prince William County	I-95-N158A TO RT 3000 EAST 0.11 NA		NA	NA
North 95 Ramp	Prince William County	76-3000-E014B FROM RT 3000 EAST 0.12 20000 G	_	0.081	20000 0
North 95 Ramp	Prince William County	I-95-N158B TO RT 3000 WEST 0.13 13000 G		0.103	13000 C
North 95 Ramp	Prince William County	76-3000-W014B FROM RT 3000 WEST 0.12 NA I-95-N END COLLECTOR Rd END COLLEC	_	NA	NA
North 95 Ramp	Prince William County	I-95 North 0.32 1400 G SR 123 Gordon Blvd		0.084	1400 (
North 95 Ramp	Prince William County	I-95 North 0.13 10000 G SR 123 Gordon Blvd		0.081	10000 C
North (95) Ramp	Prince William County	COMMUTER PARKING LOT EXIT 0.14 NA		NA	NA

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

		Timary and interstate re				Trucl	<		K _	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus			Trail 2Tra		C Ractor Q	K Factor	AAWDT	QW
North	From:	COMMUTER PARKING LOT	ENT									
(95) Ramp	Prince William County	0.01 NA							NA		NA	
	To:	SR 123 FROM ROUTE 95 NO	ORTH									
North	From:	I-95 North										
95) Exit 161 Ramp	Fairfax County	0.42 16000 G	91%	1%	1%	0%	7% 0%	F	0.111		16000	G
	To:	US 1 Richmond Hwy										
North	From:	I-95-N TO RT 642										
(95) Ramp	Fairfax County	0.23 NA							NA		NA	
$\overline{}$	To:	29-642; 29-642- 2B TO										
North	From:	I-95 North										
95) Ramp	Fairfax County	0.22 6600 F							0.128		6600	F
	To:	I-95 North Exit 166C to Loisdal										
North		I-95-N166C TO LOISDALE ROAD	@ FFX CO P									
95 Ramp	Fairfax County	0.04 NA							NA		NA	
	To:	FROM ROUTE 95 NORT	H									
North	From:	I-95 North										
(95) Ramp	Fairfax County	0.18 6100 F							0.117		6100	F
	To:	SR 286 Fairfax County Pky	vy									
North	From:	I-95-N166A TO LOISDALE ROAD	@ FFX CO P	1								
(95) Ramp	Fairfax County	0.03 NA							NA		NA	
	To:	FAIRFAX CO PARKWAY FI	ARFA									
North	From:	I-95-N RAMP TO RTS 789 & 64400	- LOISDAL									
95) Ramp	Fairfax County	0.45 NA							NA		NA	
$\overline{}$	To:	29-789 Loisdale Rd										
North	From:	I-95-N169A TO RT 64400- OLD KE	EN MILL R									
95) Ramp	Fairfax County	0.59 3000 F							0.095		3000	F
	To:	29-644 FROM 95 NORT	I									
North	From:	I-95 North										
(95) Ramp	Fairfax County	0.18 12000 A							0.106		13000	Α
	To:	29-613 Van Dorn St										
North	From:	I-95-N TO EISENHOWER AVE	CONN									
(95) Ramp	Fairfax County	0.10 100000 F	001111						0.081		100000	F
(33)	Τα:	100-6579 FROM & TO RO	OU									
North	From:	I-95-N TO RT 241 TELEGRAI										
95) Ramp	Fairfax County	0.37 10000 F	11 KD						0.102		10000	F
33) · · · · · · · · · · · · · · · · · ·	To:	SR 241; 29-4117 FROM R'	Г 9									-
North	From	I-95-N TO RT 241 TELEGRAI										
(95) Ramp	Fairfax County	0.50 12000 F	11 KD						0.164		12000	F
95)	To	I-95-S175B TO ROUTE							5.10 -1		000	•
NI	Erom-											
North 95 Exit 177 A B	City of Alexandria (Maint: 29)	I-95 N 0.11 NA							NA		NA	
95) EVIL 1/1 Y B	Tx.	Exit 177 A; Exit 177 B							11/7		INA	
		EAR I / / A, EAR I / / D										

5/2/2016

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
North 95 Exit 177 A	Front: City of Alexandria (I		Exit 177 A B NA									NA			NA	
95 Exit 177 A	To:	,	Richmond H	wy S								INA			INA	
North	From:		I-95 N													
(95) Ramp	City of Alexandria (I	Maint: 29) 0.37	NA									NA			NA	
	Tα:	US	1 Patrick St	N												
Rev	From:		ord County I													
95	Prince William C	•	11000	Α								0.141			12000	Α
	10: From:	I-95 Between 76-6 Jo	plin Rd and S 89-610 Gari			Rd										
Rev 95	L	1 73 11011	11000	N								0.141			12000	Ν
	To:		Villiam Coun	-												
Rev 95	From: Prince William C	I-95 Between 76-6 Jo					00/	00/	00/	00/	0	0.145			15000	В
95)	Combined Traffic Estimates for 3 Parallel F	•	14000	B G	99% 91%	1% 1%	0% 1%	0% 0%	0% 7%	0% 0%	С	0.145 0.063	F	0.524	15000 164000	G
	Combined Trainic Estimates for 3 Faraner F						1 70	0%	1 70	0%	Г	0.063	Г	0.524	164000	G
Rev	To: From:	Ramp Fr I-95 N Between	een SR 234 a	and 76-	784 Dale I	3lvd										
Rev 95)	Prince William C	County 0.15	14000	N	99%	1%	0%	0%	0%	0%	Ν	0.145			15000	Ν
\smile	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	156000	N	93%	1%	1%	0%	6%	0%	Ν	NA			156000	Ν
Rev	To- From:	Ramp to I-95 S Between	en SR 234 a	nd 76-	784 Dale E	Blvd										
Rev 95	Prince William C	County 3.05	22000	G	99%	1%	0%	0%	0%	0%	F	0.097			23000	G
	Combined Traffic Estimates for 3 Parallel F	•	164000	G	93%	1%	1%	0%	5%	0%	F	NA			164000	G
	To	76-	784 Dale Bl	vd												
Rev 95	Prince William C			G	99%	1%	0%	0%	0%	0%	_	0.122			16000	G
95)	Combined Traffic Estimates for 3 Parallel F	,	13000	G	99%	1%	1%	0% 0%	6%	0% 0%		0.122	F	0.515	165000	G
	Combined Trainic Estimates for 3 Faraner r	<u> </u>				1 70	1 70	0%	076	076	Г	0.064	Г	0.515	163000	G
Rev	From:		Prince Willia	ım Pkw	/y											
95)	Prince William C	•	21000	G	97%	1%	0%	0%	2%	0%	F	0.107			28000	G
\smile	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	187000	G	93%	1%	1%	0%	6%	0%	F	NA			193000	G
Rev	To: From:	SR 1	23 Gordon E	3lvd												
95)	Prince William C	County 0.29	30000	Α	99%	1%	0%	0%	0%	0%	С	0.167		1	39000	Α
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	208000	G	93%	1%	1%	0%	5%	0%	F	NA			216000	G
	To:	Fairfax Coun		_												
Rev	From:		Villiam Coun		99%	10/	00/	00/	00/	00/	0	0.167		4	20000	۸
95	Fairfax Cour Combined Traffic Estimates for 3 Parallel F	,	30000	A	99% 93%	1% 1%	0% 1%	0% 0%	0% 5%	0% 0%		0.167 NA		1	39000 216000	A G
	Combined Trainic Estimates for 3 Paraller	•		G	3 0 7₀	I 70	1 70	U-70	5%	U 70	Г	INA			210000	G
Rev	To: From:		Richmond I	Hwy												
95)	Fairfax Cour	nty 3.71	36000	G	97%	1%	0%	0%	2%	0%	F	0.101			42000	G
\smile	Combined Traffic Estimates for 3 Parallel F	,		G	93%	1%	1%	0%	5%	0%	F	0.065	F	0.663	199000	G
	To:	Frm I-95 NB N	North of 29-6	42 Lor	ton Rd											

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

		Primary ar		110 110	4100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Avlo	 : 3+Axle			QC	Factor	QK	Factor	AAWDT	. QV
Rev	From:	Frm I-95 NB N	North of 29-6	642 Lor	ton Rd		2////	OTANIC	TTTAII	ZIIali		1 actor		1 actor		
95)	Fairfax County		36000	N	97%	1%	0%	0%	2%	0%	Ν	0.101			42000	Ν
30)	Combined Traffic Estimates for 3 Parallel Ro		151000	N	93%	1%	1%	0%	5%	0%	Ν	NA			155000	N
Rev	To From:	To I-95 SI	B South of N	Newingto	on		\Box \vdash									
95)	Fairfax County	0.92	37000	G	96%	1%	1%	1%	2%	0%	F	0.085			48000	G
93)	Combined Traffic Estimates for 3 Parallel Ro			G	93%	1%	1%	0%	5%	0%	F	0.064	F	0.503	161000	G
	To: From:	To I-95 N	NB North of	29-710	0											
dev 95	Fairfax County	0.71	32000	G	96%	1%	1%	1%	2%	0%	F	0.085			32000	
15)	Combined Traffic Estimates for 3 Parallel Ro			G	93%	1%	1%	0%	6%	0%	F	0.064	F	0.503	207000	
	To:	Frm I-95 SB (9-644											
ev	From:		amp South o													
) 5	Fairfax County		24000	G	96%	1%	1%	1%	2%	0%	F	0.094			31000	(
	Combined Traffic Estimates for 3 Parallel Ro	adways on this Route:	230000	N	92%	1%	1%	0%	6%	0%	N	NA			233000	
2V	To: From:	29-7900 Franconia-S	Springfield P	Pkwy Po	inting Sou	ıth										
ev 5	Fairfax County	0.38	24000	N	96%	1%	1%	1%	2%	0%	Ν	0.094			31000	
	Combined Traffic Estimates for 3 Parallel Ro	adways on this Route:	230000	N	92%	1%	1%	0%	6%	0%	Ν	NA			233000	
M/	To Front	29-7900 Franconia-S	Springfield P	Pkwy Po	inting Nor	rth										
ev 5	Fairfax County	0.28	24000	N	96%	1%	1%	1%	2%	0%	Ν	0.094			31000	
9)	Combined Traffic Estimates for 3 Parallel Ro			N	92%	1%	1%	0%	6%	0%	Ν	NA			233000	
	To:	I 395 Rerversi		outh of 2	29-644											
uth	From:	North (Carolina Stat	te Line												
5	Greensville Cour	nty 4.39	21000	Α	83%	1%	1%	1%	15%	0%	С	0.141			17000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	42000	Α	83%	1%	1%	1%	15%	0%	С	0.130	Α	0.535	34000	
uth	To- From:	40	-629 Skippe	ers			⊒⊢									
outh 05	Greensville Cour	nty 3.83	21000	Α	83%	1%	1%	1%	15%	0%	F	0.137			17000	
15)	Combined Traffic Estimates for 2 Parallel Ro	,		A	83%	1%	1%	1%	15%	0%	F	0.128	Α	0.525	35000	
	To		1 South of E				<u> </u>									
outh	From:			•												
) 5)	Greensville Cour	,	22000	Α	83%	1%	1%	1%	15%	0%	F	0.136			18000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	43000	Α	83%	1%	1%	1%	15%	0%	F	0.127	Α	0.529	36000	
uth	To: From:	S	SCL Emporia	a												_
5)	City of Emporia (Mair	nt: 40) 1.24	22000	Α	83%	1%	1%	1%	15%	0%	F	0.136			18000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	43000	Α	83%	1%	1%	1%	15%	0%	F	0.127	Α	0.529	36000	
	To France		US 58													
II ITT	Oit of Francis (Marie	int: 40) 0.35	18000	Α	86%	1%	1%	0%	11%	0%	F	0.14			15000	
outh	(;it/ Ot Emporia /i//aii						1 /0	0 /0	11/0	0 /0		U. 17			10000	,
95	City of Emporia (Main Combined Traffic Estimates for 2 Parallel Ro	•		A	85%	1%	1%	1%	13%	0%	F	0.13	Α	0.537	30000	/

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

							Trı	ıck			K		Dir		
Route	Jurisdiction Ler	gth AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	NCL Emp	oria												
South 95	,	39 1800 0		86%	1%	1%	0%	11%	0%	F	0.14			15000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 36000	A	85%	1%	1%	1%	13%	0%	F	0.13	Α	0.537	30000	Α
South	To: From	40-614 Otterd	am Rd												
95)	Greensville County 3.	63 18000	G	86%	1%	1%	0%	11%	0%	F	0.140			15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 35000	G	85%	1%	1%	1%	13%	0%	F	0.135	Α	0.64	30000	G
	Тα	Sussex Count	_												
South		ireensville Cou		86%	1%	1%	0%	11%	0%	E	0.140			15000	G
95	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			85%	1%	1%	1%	13%	0%	, E	0.140	Α	0.64	30000	G
	To Take Traine Estimates for 2 Taken Houseways on this Ho			0070	1 /0	. 70	170	10 /0	070	•	0.100	,,	0.04	00000	u
South	From:	US 301													
95	,	04 18000		86%	1%	1%	0%	11%	0%	F	0.139			14000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 35000	Α	85%	1%	1%	1%	13%	0%	F	0.132	Α	0.547	29000	Α
South	T.c. Front	91-631 Jar	ratt												
South 95	Sussex County 3.	92 18000	Α (86%	1%	1%	0%	11%	0%	F	0.133			15000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 35000	Α (85%	1%	1%	1%	13%	0%	F	0.13	Α	0.563	30000	Α
Courth	T.o. Front	91-645													
South 95	Sussex County 6.	54 18000	Α .	86%	1%	1%	0%	11%	0%	F	0.137			15000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			85%	1%	1%	1%	13%	0%	F	0.130	Α	0.538	30000	Α
	To	SR 40 Stony													
South	Sussex County 2.	52 1900 0		86%	1%	1%	0%	11%	0%	_	0.135			16000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			86%	1%	1%	0%	12%	0%	F	0.133	Α	0.541	31000	A
	Tallic Estimates for 21 dialectroadways on this no			00 /0	1 /0	1 70	0 70	12 /0	0 78	'	0.123	^	0.541	31000	^
South	From:	91-602													
95		97 19000		86%	1%	1%	0%	11%	0%	F	0.137			16000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 38000 nce George Co		85%	1%	1%	0%	13%	0%	F	0.126	Α	0.511	32000	Α
South	From:	Sussex Count				-									
95)	Prince George County 2.	91 1900 0	Α	86%	1%	1%	0%	11%	0%	F	0.137			16000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 38000	Α (85%	1%	1%	0%	13%	0%	F	0.126	Α	0.511	32000	Α
0	To:	74-623 Car	rson												
South 95	Prince George County 3.	42 1900 0) A	86%	1%	1%	0%	11%	0%	F	0.133			16000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			85%	1%	1%	0%	13%	0%	F	0.125	Α	0.632	32000	Α
		JS 301, SR 35.													
South 95	1100.			000/	40/			440'	00/	_	0.400			10000	
95)	3, 11, 4	45 2100 0		86%	1%	1%	0%	11%	0%	С	0.138		0.047	18000	F
-	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 43000 US 301) F	86%	1%	1%	0%	12%	0%	С	0.123	Α	0.647	36000	F

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
outh	From:		US 301													
95)	Prince George Cou	•	22000	Α	86%	1%	1%	0%	11%	0%	F	0.122			19000	F
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	45000	Α	86%	1%	1%	0%	12%	0%	F	0.116	Α	0.544	39000	/
outh	To: From:		I-295													
95)	Prince George Cou	unty 0.84	16000	Α	86%	1%	1%	0%	11%	0%	F	0.118			14000	
55)	Combined Traffic Estimates for 2 Parallel Ro	•		Α	86%	1%	1%	0%	12%	0%	F	0.109	Α	0.506	27000	
	To:		L Petersbu	ıro												
outh	City of Datarahyur (Ma				000/	10/	10/	00/	110/	00/	_	0.110			1.4000	
95)	City of Petersburg (Ma	,	16000	A	86%	1%	1%	0%	11%	0%	F	0.118			14000	4
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Houte:		Α	86%	1%	1%	0%	12%	0%	Г	NA			27000	4
outh	To- From:		Rives Rd													
95)	City of Petersburg (Ma	aint: 74) 1.22	19000	Α	86%	1%	1%	0%	11%	0%	F	0.109			17000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	36000	Α	86%	1%	1%	0%	12%	0%	F	0.104	Α	0.51	33000	
	Tre- Francis	,	Wagner Rd	l												
outh 95	City of Petersburg (Ma	aint: 74) 1.50	25000	Α	86%	1%	1%	0%	11%	0%	F	0.097			24000	
95)	Combined Traffic Estimates for 2 Parallel Ro	•		Ā	86%	1%	1%	0%	12%	0%	, E	0.096	Α	0.515	47000	
	To:	US 460 Count				1 /0	170	0 70	12 /0	0 70	į.	0.000	^	0.515	47000	
outh	From:	South of US 460 C														
95)	City of Petersburg (Ma	aint: 74) 0.91	21000	Α	86%	1%	1%	0%	11%	0%	F	0.097			20000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	42000	Α	86%	1%	1%	0%	12%	0%	F	0.096	Α	0.515	39000	
uth	To- From:	North of US 460 C	County Rd;	US 301	Crater Rd											
outh 95	City of Petersburg (Ma	aint: 26) 0.41	31000	Α								0.097			30000	
93)	Combined Traffic Estimates for 2 Parallel Ro	,		A								0.096	Α	0.515	50000	
	To		I-85													
outh	From:															
95)	City of Petersburg (Ma	,	45000	Α	91%	1%	1%	1%	7%	0%	F	0.091			43000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	92000	G	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.507	89000	
outh	To: From:	US 301, Bus	US 460 W	ashingto	n St											
95)	City of Petersburg (Ma	aint: 26) 0.48	54000	G	91%	1%	1%	1%	7%	0%	F	0.092			53000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	108000	G	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.503	106000	
	To:		Colonial He													
outh	From:		CL Petersbu		010/	10/	10/	10/	70/	00/	_	0.000			F0000	
95)	City of Colonial Heights (,	54000	G	91%	1%	1%	1%	7%	0%	-	0.092		0.500	53000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	108000	G	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.503	106000	
outh	To: From:	Sc	outhpark Bl	vd	-											_
95)	City of Colonial Heights ((Maint: 20) 1.05	47000	Α	91%	1%	1%	1%	7%	0%	F	0.091			46000	
\smile	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	93000	Α	91%	1%	1%	1%	6%	0%	F	0.088	Α	0.511	92000	
	To:	SR 1	44 Temple	Ave												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
South	From:		emple Ave												
95)	City of Colonial Heights (Maint: 20	•		91%	1%	1%	1%	7%	0%	С	0.092			50000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 101	1000 A	91%	1%	1%	1%	6%	0%	С	0.089	Α	0.506	101000	/
outh	To: From:	NCL Color	nial Heights												
95)	Chesterfield County	1.60 500	000 A	91%	1%	1%	1%	7%	0%	С	0.092			50000	,
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 101	1000 A	91%	1%	1%	1%	6%	0%	С	0.089	Α	0.506	101000	-
	T _{CC} From:	20-620 Woo	ods Edge Rd												
outh 95	Chesterfield County	3.25 500	000 A	91%	1%	1%	1%	7%	0%	F	0.091			50000	
95)	Combined Traffic Estimates for 2 Parallel Roadways			91%	1%	1%	1%	6%	0%	F	0.088	Α	0.523	99000	
	то		t Hundred Rd												
outh	Chapterfield Country			010/	10/	10/	10/	70/	00/	_	0.1			57000	
95	Chesterfield County Combined Traffic Estimates for 2 Parallel Roadways of		000 G 3000 G	91% 91%	1% 1%	1% 1%	1% 1%	7% 6%	0% 0%	F	0.1 0.096	Α	0.513	118000	
	Combined Trainic Estimates for 2 Faraller hoadways to			9170	1 70	1 70	1 70	070	0%	Г	0.096	A	0.513	110000	
outh	To: From:	SR	. 288												
95)	Chesterfield County	2.18 510	000 A	91%	1%	1%	1%	7%	0%	F	0.106			53000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 102	2000 A	91%	1%	1%	1%	6%	0%	F	0.090	Α	0.588	105000	
outh	To: From:	20-613 V	Willis Rd												
95)	Chesterfield County	3.14 540	000 A	91%	1%	1%	1%	7%	0%	F	0.105			56000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 107	7000 A	91%	1%	1%	1%	6%	0%	F	0.09	Α	0.587	111000	
	To From	SR 150 Chipp	penham Pkwy												
outh 95	Chesterfield County	0.24 50 0	000 A	91%	1%	1%	1%	7%	0%	F	0.114			52000	
95)	Combined Traffic Estimates for 2 Parallel Roadways			91%	1%	1%	1%	6%	0%	F	0.089	Α	0.658	104000	
	то		ichmond												
outh	From: (Marieta CO)			040/	40/	40/	40/	70/	00/	_	0.444			50000	
95	City of Richmond (Maint: 20) Combined Traffic Estimates for 2 Parallel Roadways of	1.39 500		91% 91%	1% 1%	1% 1%	1% 1%	7% 6%	0% 0%	F	0.114	Α	0.658	52000 104000	
	Combined Trainic Estimates for 2 Parallel Hoadways (91%	170	1 %	170	0%	0%	Г	0.089	А	0.656	104000	
outh	To: From:	SR 161	Bells Rd												
95)	City of Richmond (Maint: 20)		000 A	91%	1%	1%	1%	7%	0%	С	0.107			51000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 980	000 A	91%	1%	1%	1%	6%	0%	С	0.089	Α	0.578	101000	
outh	To: From:	Mau	ary St												
95)	City of Richmond (Maint: 20)	0.75 580	000 A	91%	1%	1%	1%	7%	0%	F	0.098			60000	
\mathcal{L}	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 113	3000 A	91%	1%	1%	1%	6%	0%	F	0.085	Α	0.529	117000	
	To:	SR 195 Dov	wntown Expy			<u> </u>									
outh 95	City of Richmond (Maint: 43)	0.45 710	•	91%	1%	1%	1%	7%	0%	F	0.093			75000	
90)	Combined Traffic Estimates for 2 Parallel Roadways			91%	1%	1%	1%	6%	0%	, F	0.035	Α	0.597	136000	
	Ta		Broad St	0.70	. /0		. 70	J /0	0 /0		0.000	,,	0.007	.00000	

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		S 250 Broad		040/	40/	40/	40/	70/	00/	_	0.000			00000	
95	City of Richmond (Maint: 43)	1.02	66000	В	91%	1%	1%	1%	7%	0%	F	0.093		0.507	69000	В
	Combined Traffic Estimates for 2 Parallel Roadways on th			G	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.597	136000	G
South East	To:	I-64 S	South Intercl	hange												
95) (64)	City of Richmond (Maint: 43)	0.25	76000	F	93%	1%	1%	1%	5%	0%	F	0.086			81000	F
\circ	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	147000	F	93%	1%	1%	1%	5%	0%	F	0.084	Α	0.519	155000	F
outh East	T.c. Fron:	US 1, U	JS 301 Belvi	idere St												
95) (64)	City of Richmond (Maint: 43)	0.28	65000	Α	93%	1%	1%	1%	5%	0%	F	0.086			68000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	127000	Α	93%	1%	1%	1%	5%	0%	F	0.085	Α	0.510	132000	A
outh Foot	To Front	Lei	gh St; Gilme	er St			<u> </u>									
outh East 95) 64)	City of Richmond (Maint: 43)	2.19	75000	Α	93%	1%	1%	1%	5%	0%	С	0.086			79000	Α
33) (34)	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	146000	Α	93%	1%	1%	1%	5%	0%	С	0.084	Α	0.519	153000	A
	Τα	SR	161 Boulev	ard												
outh East	City of Richmond (Maint: 43)	0.48	79000	A	93%	1%	1%	1%	5%	0%	E	0.087			82000	А
95 64	Combined Traffic Estimates for 2 Parallel Roadways on the			A	93%	1%	1%	1%	5%	0%	, E	0.084	Α	0.52	162000	
	To					1 /0		1 70	0 /0	0 70	•	0.004	,,	0.02	102000	,
outh	From		th Interchan								_				.=	
95	City of Richmond (Maint: 43)	0.82	65000	A	91%	1%	1%	1%	6%	0%	-	0.096			67000	Α.
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:		Α	92%	1%	1%	1%	6%	0%	F	NA			129000) А
outh	To: From:		SR 161													
95)	City of Richmond (Maint: 43)	0.19	57000	F	91%	1%	1%	1%	6%	0%	F	0.092			59000	F
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	117000	F	92%	1%	1%	1%	6%	0%	F	0.085	В	0.507	121000	F
outh	To: From:	N	CL Richmon	nd												
95)	Henrico County	0.76	57000	F	91%	1%	1%	1%	6%	0%	F	0.092			59000	F
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	111000	F	92%	1%	1%	1%	6%	0%	F	0.085	В	0.507	116000	F
o tho	To Front	U	S 1 Brook R	Rd			<u> </u>									
outh 95	Henrico County	1.06	52000	G	91%	1%	1%	1%	6%	0%	F	0.104			53000	G
93)	Combined Traffic Estimates for 2 Parallel Roadways on th			G	92%	1%	1%	1%	6%	0%	F	0.091	Α	0.503	104000	_
	та		Chamberlay	vne Ave												
outh	Henrico County				91%	1%	10/	10/	69/	00/	_	0.000			50000	г
95)	Henrico County Combined Traffic Estimates for 2 Parallel Roadways on th	1.60	49000	B B	91% 92%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	C	0.092 0.087	Α	0.505	50000 100000	B B
	Combined Trainic Estimates for 2 Faranel Roadways on the				9270	I 70	1 70	I 70	070	U 70	C	0.007	А	0.505	100000	D
outh	To: From:		73 Parham													
95)	Henrico County	2.04	47000	Α	91%	1%	1%	1%	6%	0%	F	0.098			47000	A
< /	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route.	0.4000	Α	92%	1%	1%	1%	6%	0%	_	0.087	Α	0.53	94000	Α

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

			nd Intersta					Tru	ıok			- V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		_	-		QC	K	QK		AAWDT	Q١
ath	From		I-295				ZAXIE	3+Axle	Hraii	21raii		Factor		Factor		
outh 95	Henrico County	0.98	70000	Α	87%	1%	1%	1%	10%	0%	F	0.086			67000	А
93)	Combined Traffic Estimates for 2 Parallel Roadwa			A	87%	1%	1%	1%	10%	0%	F	0.086	Α	0.501	133000	-
	To:		over County		0, 70	170		. 70	1070	0 70	•	0.000		0.001	100000	•
outh	From:		rico County	Line												
95)	Hanover County	0.63	70000	Α	87%	1%	1%	1%	10%	0%	F	0.086			67000	1
	Combined Traffic Estimates for 2 Parallel Roadwa	rys on this Route:	138000	Α	87%	1%	1%	1%	10%	0%	F	0.086	Α	0.501	133000	,
outh.	To- From:	42-65	66 Sliding H	ill Rd												
outh 95)	Hanover County	2.36	59000	В	87%	1%	1%	1%	10%	0%	С	0.087			53000	
33)	Combined Traffic Estimates for 2 Parallel Roadwa			В	87%	1%	1%	1%	10%	0%	C	0.086	Α	0.515	107000	
	To	<u> </u>						.,.			-					
uth	From:		02 Lewistow													
15	Hanover County	1.87	55000	G	87%	1%	1%	1%	10%	0%	F	0.091			50000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	109000	G	87%	1%	1%	1%	10%	0%	F	0.092	Α	0.504	99000	
uth	To: From:	9	SCL Ashland	1												_
outh 95)	Town of Ashland (Maint: 4:	2) 0.87	55000	G	87%	1%	1%	1%	10%	0%	F	0.091			50000	
	Combined Traffic Estimates for 2 Parallel Roadwa	,		G	87%	1%	1%	1%	10%	0%	F	0.092	Α	0.504	99000	
	To															
outh	From:		54 England													
95)	Town of Ashland (Maint: 4	,	50000	Α	87%	1%	1%	1%	10%	0%	F	0.095			43000	
	Combined Traffic Estimates for 2 Parallel Roadwa	rys on this Route:	102000	Α	87%	1%	1%	1%	10%	0%	F	0.093	Α	0.522	89000	
<u>ut</u> h	To: From:	1	NCL Ashlan	1												_
95)	Hanover County	4.77	50000	Α	87%	1%	1%	1%	10%	0%	F	0.095			43000	
,9)	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	102000	Α	87%	1%	1%	1%	10%	0%	F	0.093	Α	0.522	89000	
	To		gs Dominion	Daular	and											
outh	From:										_				.=	
95)	Hanover County	2.88	51000	Α	87%	1%	1%	1%	10%	0%	F	0.097			45000	
	Combined Traffic Estimates for 2 Parallel Roadwa			Α_	87%	1%	1%	1%	10%	0%	F	0.094	Α	0.508	89000	
outh	From:		line County over County													
95)	Caroline County	3.67	51000	Α	87%	1%	1%	1%	10%	0%	F	0.097			45000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	102000	Α	87%	1%	1%	1%	10%	0%	F	0.094	Α	0.508	89000	
	Tα		Rogers Cla	ek Blyd												
uth	From:		•		070/	401	401	061	440/	001	_	0.404			00000	
05	Caroline County	6.02	44000	G	87%	1%	1%	0%	11%	0%	F	0.101		0.50	38000	
	Combined Traffic Estimates for 2 Parallel Roadwa	rys on this Route:	91000	G	87%	1%	1%	0%	11%	0%	F	0.098	Α	0.521	79000	
uith	To: From:	16-6	39 Ladysmit	h Rd												
outh 95	Caroline County	6.05	49000	Α	87%	1%	1%	0%	11%	0%	F	0.096			43000	
	Combined Traffic Estimates for 2 Parallel Roadwa			Α	87%	1%	1%	0%	11%	0%	F	0.093	Α	0.513	85000	
	Τα	,	Ivania Coun				i i				•		-			•

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

								Tru	ıck			K		Dir		
Route	Jurisdiction L	ength A	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
outh	From		e County													
95	- 1		19000	Α	87%	1%	1%	0%	11%	0%	F	0.096			43000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 9	97000	Α	87%	1%	1%	0%	11%	0%	F	0.093	Α	0.513	85000	Α
outh	Too From	88-606 M	Iudd Tave	ern Rd												
95)	Spotsylvania County	7.07 4	19000	F	87%	1%	1%	0%	11%	0%	С	0.088			43000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 9	98000	F	87%	1%	1%	0%	11%	0%	С	0.087	В	0.508	86000	F
th	To From US	1, US 17 J	Jefferson I	Davis H	wy											
uth 5) (17)	Spotsylvania County	3.10 6	61000	Α	87%	1%	1%	0%	11%	0%	F	0.082			56000	,
9 (1)	Combined Traffic Estimates for 2 Parallel Roadways on this F			A	87%	1%	1%	0%	11%	0%	F	0.082	Α	0.535	111000	,
	To		redericksb													
uth ~	From L				070/	10/	10/	00/	110/	00/	_	0.000			FC000	
5 [17]	,		31000	A	87% 87%	1% 1%	1% 1%	0%	11%	0% 0%	F	0.082	Α	0.505	56000 111000	,
	Combined Traffic Estimates for 2 Parallel Roadways on this F			Α	07 70	170	1 70	0%	11%	0%	г	0.082	A	0.535	111000	,
uth	To: From:	SR 3	3 Plank Ro	d												
5) (17)	, , , , , , , , , , , , , , , , , , , ,		72000	Α	87%	1%	1%	0%	11%	0%	F	0.077			69000	
	Combined Traffic Estimates for 2 Parallel Roadways on this F			Α	87%	1%	1%	0%	11%	0%	F	0.074	Α	0.520	140000)
ıth	To: From:		d County I redericksh													
5) (17)	Stafford County		72000	A	87%	1%	1%	0%	11%	0%	F	0.077			69000	
9 (1)	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 1	46000	Α	87%	1%	1%	0%	11%	0%	F	0.074	Α	0.520	140000) .
	To US	17; BUS U	JS 17 Wa	rrenton	Rd											
uth	rion.		55000		90%	1%	1%	1%	7%	0%	F	0.08			62000	
5	Combined Traffic Estimates for 2 Parallel Roadways on this F			F	91%	1%	1%	1%	7 % 7%	0%	F	0.03	Α	0.507	124000	
	To Table 1 Table 2 Still ates for 2 T at all of Troadways of this T				3170	1 /0	1 70	1 /0	1 /0	0 70	•	0.070	^	0.507	124000	
uth	From:	89-8900 C														
5)	,		55000	F	90%	1%	1%	1%	7%	0%	F -	0.081			63000	
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 1	32000	F	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.528	129000)
uth	To: From:	89-630 (Courthous	se Rd												
5	Stafford County	3.53 6	66000	Α	90%	1%	1%	1%	7%	0%	С	0.082			65000	
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 1	34000	Α	91%	1%	1%	1%	7%	0%	С	0.071	Α	0.511	131000) .
uth	To: From	89-610 G	Garrisonvil	lle Rd												
uth 5	Stafford County	4.06 7	71000	Α	90%	1%	1%	1%	7%	0%	F	0.087			70000	
3)	Combined Traffic Estimates for 2 Parallel Roadways on this F			A	91%	1%	1%	1%	7%	0%	F	0.069	Α	0.615	140000	
		Prince Will			- /-											
uth	From:		d County l		222/	40/		40/	70/	00/	_	0.00=			70000	
95)			71000	A	90%	1%	1%	1%	7%	0%	-	0.087		0.645	70000	
~	Combined Traffic Estimates for 2 Parallel Roadways on this F	koute: 1 4	41000	Α	91%	1%	1%	1%	7%	0%	F	0.069	Α	0.615	140000) ,

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. QV
South	From:		sell Rd Quar													
95)	Prince William (,	62000	Α	90%	1%	1%	1%	7%	0%	F	0.079			61000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	124000	Α	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.517	124000) A
South	To: From:	76	-619 Joplin	Rd												
95)	Prince William (County 2.85	72000	G	90%	1%	1%	1%	7%	0%	F	0.073			70000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	167000	G	91%	1%	1%	0%	7%	0%	F	0.063	F	0.524	164000	(
	To:	SR 2	234 Dumfrie	s Rd												
South 95)	Prince William (County 4.23	71000	В	92%	1%	1%	0%	6%	0%	С	0.071			70000	Е
95)	Combined Traffic Estimates for 3 Parallel	•		G	93%	1%	1%	0%	5%	0%	F	0.065	F	0.649	164000	_
	To:		-784 Dale B													
outh	From:				000/	10/	10/	00/	C 0/	00/	_	0.070			70000	,
95	Prince William (•	80000	G	92%	1%	1%	0%	6% 6%	0%	F	0.073	_	0.515	79000	
	Combined Traffic Estimates for 3 Parallel			G	93%	1%	1%	0%	6%	0%	Г	0.064	F	0.515	165000) (
outh	To: From:	SR 3000	Prince Willi	am Pkw	у											
95)	Prince William	County 1.91	82000	G	92%	1%	1%	0%	6%	0%	F	0.070			81000	(
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	187000	G	93%	1%	1%	0%	6%	0%	F	0.065	F	0.553	193000) (
outh	To: From:	SR	123 Gordon	Blvd												
outh 95	Prince William	County 0.29	86000	G	92%	1%	1%	0%	6%	0%	F	0.072			84000	(
33)	Combined Traffic Estimates for 3 Parallel	•			93%	1%	1%	0%	5%	0%	F	NA			216000) (
	Τσ	Fairfax Cour	nty Line, Occ	coquan I												
outh	From:	Prince William C				10/	10/	00/	C 0/	00/	_	0.070			0.4000	,
95	Fairfax Cou Combined Traffic Estimates for 3 Parallel	,	86000	G	92%	1% 1%	1%	0% 0%	6% 5%	0% 0%		0.072 NA			84000) (
	Combined Trainic Estimates for 3 Faraner	•		G	93%	I 70	1%	0%	3%	0%	Г	INA			216000	,
outh	To: From:	US	1 Richmond	Hwy												
95)	Fairfax Cou	,	73000	G	92%	1%	1%	0%	6%	0%	F	0.078			67000	(
\smile	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	199000	G	93%	1%	1%	0%	5%	0%	F	NA			199000	(
outh	To: From:	29	-642 Lorton	Rd			\Box									
95)	Fairfax Cou	nty 2.45	75000	G	92%	1%	1%	0%	6%	0%	F	0.079			73000	(
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	194000	G	92%	1%	1%	0%	6%	0%	F	0.064	F	0.63	197000	(
	To		From Expres	s Lanes												
outh	Fairfax Cou	•	28000	F	92%	1%	1%	0%	6%	0%	_	0.070			28000	
95)	Combined Traffic Estimates for 3 Parallel	,		G	93%	1%	1%	0%	5%	0%		0.070	F	0.503	161000	
	Combined Trainic Estimates for 3 Faraner						1 /0	0 /6	J /6	0 /6	'	0.004	'	0.303	101000	,
outh	To: From:	29-617 Backlick Ro														
95)	Fairfax Cou	•	73000	G	92%	1%	1%	0%	6%	0%	F	0.066			73000	(
\sim	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	209000	G	93%	1%	1%	0%	6%	0%	F	0.063	F	0.607	207000	(

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
outh	From:		to Express													_
95)	Fairfax County	•	103000	G	92%	1%	1%	0%	6%	0%	F	0.075			101000	G
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	230000	N	92%	1%	1%	0%	6%	0%	N	NA			233000	N
uth	T _C . From:	29-644 Franco	nia Rd; Old	Keene N	Aill Rd											
95)	Fairfax County	y 1.09	97000	G	92%	1%	1%	0%	6%	0%	F	0.075			94000	G
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	243000	G	93%	1%	1%	0%	6%	0%	F	NA			251000	G
	T _{cc} From:		I-395													
uth 5 Ramp	Fairfax County	y 1.38	97000	N	92%	1%	1%	0%	6%	0%	N	0.075			94000	Ν
9) "	Combined Traffic Estimates for 2 Parallel Ro	,		N	92%	1%	1%	0%	6%	0%	N	NA			212000	Ν
	To:		Capital Bel													
uth	From:	v 1.22	I-495		000/	10/	10/	00/	C 0/	00/	_	0.004			100000	^
5 Capital Beltway	Fairfax County	,	94000	A	92%	1%	1%	0%	6%	0% 0%	F	0.081	۸	0.507	100000	A
	Combined Traffic Estimates for 2 Parallel Ro	•		A	92%	1%	1%	0%	6%	0%	Г	0.08	Α	0.507	202000	Α
	- 	Capital Beltwa			as 1-490)										
<u>uth</u>	From:	29-6	513 Van Doi	rn St												
5) Capital Beltway	Fairfax County	,	83000	G	92%	1%	1%	0%	6%	0%	F	0.078			85000	C
	Combined Traffic Estimates for 2 Parallel Ro	•		G	92%	1%	1%	0%	6%	0%	F	0.069	F	0.549	151000	G
		Capital Beltwa	y is also s	signed	as I-495	5										
uth	To: From:	Eisenho	ower Ave Co	onnector												
Capital Beltway	Fairfax County	y 2.41	81000	G	92%	1%	1%	0%	6%	0%	F	0.070			81000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	153000	G	92%	1%	1%	0%	6%	0%	F	0.072	В	0.545	152000	G
		Capital Beltwa	y is also s	signed	as I-495	5										
uth	To: From:	SR 2	41 Telegrap	h Rd												
Capital Beltway	Fairfax County	v 0.48	72000	G	92%	1%	1%	0%	6%	0%	F	0.068			70000	G
	Combined Traffic Estimates for 2 Parallel Ro	•	139000	G	94%	1%	1%	1%	4%	0%	F	0.067	F	0.516	136000	G
		Capital Beltwa	y is also s	signed	as I-495	5										
	Τα		CL Alexand													
uth 5 Capital Beltway	City of Alexandria (Ma		fax County 1	Line G	92%	1%	1%	0%	6%	0%	F	0.068			70000	G
5 Capital Deliway	Combined Traffic Estimates for 4 Parallel Ro	,		-	<i>32 /</i> 6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.067	F	0.516	NA	
	Combined Traine Estimates for 41 arailer fre	Capital Beltwa			as I-49!	5						0.007		0.510	INA	
	Tor	-	S 1 Patrick		40 7 700		_									
uth	From															_
5 Capital Beltway	City of Alexandria (Ma	*	78000	G	92%	1%	1%	0%	6%	0%	F	0.07	_	/	78000	G
	Combined Traffic Estimates for 4 Parallel Ro	•		G		_						0.072	F	0.504	NA	
		Capital Beltwa				5										
	10:	District of Col	umbia Line,	Potoma	: Kiver											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT Q\	١W
South 95 Ramp	Greensville County	I-95 South 0.14 1500 G 40-629 Moores Ferry Rd	0.081	1500 G	G
South (95) Ramp from I-95 South to Ramp to US 301	Greensville County	I-95 South 0.35 1100 G Ramp from I-95 North to US 301	0.092	1100 G	G
South 95 Ramp	City of Emporia (Maint: 40)	I-95 South 0.13 1500 G US 58	0.077	1500 G	G
South 95 Ramp	City of Emporia (Maint: 40)	I-95 South 0.18 1900 G US 58 West Atlantic St	0.088	1900 G	G
South 95 Ramp	Greensville County	I-95 South 0.16 670 G 40-614 Otterdam Rd	0.097	670 G	G
South 95 Ramp	Sussex County	I-95 South 0.15 320 G US 301 Blue Star Hwy	0.109	320	G
South 95 Ramp	Sussex County	I-95 South 0.23 790 A 91-631 Jarratt Rd	0.112	790 A	A
South 95 Ramp	Sussex County	I-95 South 0.21 190 A 91-645 Owen Rd	0.162	190 A	A
South 95 Ramp	Sussex County	I-95 South 0.14 910 A SR 40 Sussex Dr	0.115	930 A	A
South 95 Ramp	Sussex County	I-95-S TO RT 602 0.21 1300 A 91-602; 91-602- 1A TO RT 95	0.127	1200 A	A
South 95 Ramp	Prince George County	I-95 South 0.20 740 A US 301 Crater Rd	0.143	740 A	A
South 95 Ramp	Prince George County	I-95 South to Weigh Station 0.23 2200 G I-95 South from Weigh Station	0.062	2200 G	G
South 95 Ramp	Prince George County	I-95 South 0.22 2200 G	0.122	2200 G	G
South 95 Ramp	Prince George County	I-95 South Exit 41B 0.04 NA SR 35 Courtland Rd	NA NA	NA	

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	$\cap k$	Dir actor	AAWDT	QW
South (95) Ramp	Prince George County	I-95 South Exit 41A 0.04 NA								NA			NA	
93) 1 1	To:	SR 35 Courtland Rd												
South	From:	I-95 South												
95 Ramp	Prince George County	0.12 2200 A								0.133			2200	Α
	To.	US 301 Crater Rd												
South (95) Ramp	Prince George County	I-95 South 0.36 1200 G	78%	1%	1%	1%	20%	0%	F	0.098			1100	G
93)	To:	I-295 North	. 0 , 0	.,,		. , 0	2070	0,70	•	0.000				
South	From:	I-95 South												
95 Ramp	City of Petersburg (Maint: 74)	0.16 3500 G								0.113			3500	G
	To:	123-9008 Rives Rd												
South	City of Petersburg (Maint: 74)	I-95 South 0.25 2400 G								0.109			2400	G
95 Ramp	To:	123-9010 Wagner Rd								0.109			2400	G
South	From:	I-95 South												
(95) Ramp	City of Petersburg (Maint: 74)	0.31 5400 A								0.099			6000	Α
$\overline{}$	To:	123-9010 Wagner Rd												
South	From:	I-95 South Collector Rd							_					
95 Ramp	City of Petersburg (Maint: 74)	0.09 5300 G 123-9012 Graham Rd	99%	0%	0%	0%	0%	0%	С	0.093			5300	G
0.11	From				_									
South (95) (460) Ramp	City of Petersburg (Maint: 74)	I-95 South 0.06 9500 A								0.096			10000	Α
93) (400) 181117	To-	Ramp to Graham Rd												
South Page 1 05 N to 1 05 C	From:	•	010/	00/	10/	10/	70/	00/	0	0.110			11000	_
95 460 Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07 11000 G	91%	0%	1%	1%	7%	0%	С	0.112			11000	G
South Bus	To: From:	Ramp from US 301												
95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.18 NA								NA			NA	
South Bus	To: From:	Ramp from US 301												
95) 460 (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.27 12000 A								0.112			13000	Α
	To	US 460 Ramp			_									
South (95) Ramp	City of Petersburg (Maint: 74)	0.22 3500 G								0.082			3500	G
93)	To:	I-95 South								J.00E				
South	From:	I-95 South												
95) Ramp	City of Petersburg (Maint: 74)	0.12 NA								NA			NA	
South	To: From:	I-95-S052B to Washington St	reet											
95) Ramp	City of Petersburg (Maint: 74)	0.19 NA			-					NA			NA	
•	To:	CEUS 460 FROM RT 95 SOU	JTH											

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

Route	Jurisdiction	Length AADT	QA 4T	ire Bus		Tru			QC	K	ΩK	ir . AAW	DT (QW
South	From:	I-95 Sou			2Axie	3+Axle	1 I raii	21raii		Factor	Fac	ctor		
95 Ramp	City of Colonial Heights (Maint: 2	0) 0.06 2900 West Rosly								0.099		290	00	G
South (95) Ramp	Fron: City of Colonial Heights (Maint: 2	I-95 Sou 0) 0.06 1100 0		7% 0%	1%	1%	1%	0%	С	0.098		1100	nn	F
95) Hamp	Tec	Ramp from I-9		70 070		1 70	1 /0	0 70		0.000		1100	00	
South 95 Ramp	From:Chesterfield County	I-95 Sou 0.17 3800								0.104		380	0	G
	Tα	20-620 E, Wood												<u> </u>
South (95) Ramp	Chesterfield County	I-95 Sou 0.26 4300	F		<u></u>					0.131		430	00	F
South	Τα: From:	20-620 Woods I-95 Sou												
95 Ramp	Chesterfield County	0.17 12000 I-95 South Exit 61) G							0.102		1200	00	G
South	From: Chesterfield County	I-95-S061C TO								NA		NI A		
95 Ramp	Chesterneia County	0.07 NA SR 10 FROM	RT 95							IVA		NA	`	
South (95) Ramp	Chesterfield County	I-95 Sou 0.39 5200								0.121		520	0	G
	To:	SR 10 W, West H	fundred Rd											
South 95 Ramp	Chesterfield County	I-95-S061A TO 0.03 NA	O RT 10							NA		NA	٨	
South	To: From:	SR 10 I-95-S061B F I-95 Sou												
95 Ramp	Chesterfield County	0.25 4600	F 95	5% 0%	1%	1%	2%	0%	F	0.172		540	00	F
South	From:	SR 288 N F I-95 Sou	•											
95 Ramp	Chesterfield County	0.08 5800 20-613 Will			_					0.102		580	00	G
South	From:	I-95 Sou	th											
95 Ramp	City of Richmond (Maint: 20)	0.31 4800 I-95 North Exit 6								0.116		480	00	G
South	City of Richmond (Maint: 20)	I-95 Sou 0.22 9500		3% 1%	2%	4%	6%	0%	F	0.132		1000	20	Α
95 Ramp	Ta	I-95 North Ex)/O I/O	2 /0	4 /0	0 /0	0 /0	'	0.132		1000		
South (95) I-95 S Exit 74 B	City of Richmond (Maint: 43)	I-95 Sou 0.07 NA	th							NA		NA	١	
	Τσ	Franklin										-		
South (95) Ramp	City of Richmond (Maint: 43)	I-95 Sou 0.11 3800	th G							0.121		380	0	G
$\overline{}$	To:	I-95 North Ex	tit 74C											

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

						Truc	ck			K	[Dir .		
Route	Jurisdiction	Length AADT QA	4 4Tire	Bus	2Axle 3					Factor	n k	ctor A	AWDT	QW
South	From:	I-95 South												
95 Ramp	City of Richmond (Maint: 43)	0.08 8600 G			 1					0.094			3600	G
	100	SR 33 Leigh St												
South	From:	I-95 South							_					_
95) Ramp	City of Richmond (Maint: 43)	0.21 9300 G	96%	1%	1%	1%	2%	0%	С	0.114		(9300	G
	То:	SR 161 Boulevard												
South	From:	I-95 South												_
95 Ramp	Henrico County	0.22 3700 G								0.149		;	3700	G
<u> </u>	100	2US 301-P												
South	From:	I-95 South												_
95 Ramp	Henrico County	0.09 720 G								0.147			720	G
	Тα	SR 73 E, Parham Rd												
South	From:	I-95 South												
(95) Ramp	Henrico County	0.19 4200 G								0.117		4	4200	G
	To:	SR 73 W, Parham Rd												
South	From:	I-95 South												
95) Ramp	Henrico County	1.42 23000 A	ı							0.106		2	1000	Α
	To:	I-295 East												
South	From:	I-95 South												
(95) Ramp	Henrico County	0.19 8300 G	İ							0.119		8	300	G
	Тос	Ramp From I-95 N												
South	From:	I-95-S TO RT 656 EAS	Т											
95) Ramp	Hanover County	0.21 1000 G								0.118			1000	G
	Τα	FROM RT 95 SOUTH	[
South	From:	I-95-S TO RT 656 WES	Т											
95 Ramp	Hanover County	0.17 1300 G	i							0.108			1300	G
	Tα	FROM RT 95 SOUTH	[
South	From:	I-95 South												
95 Ramp	Hanover County	0.17 1700 G								0.092			1900	G
	Tα	42-802 Lewistown Rd												
South	From:	I-95 South												
95) Ramp	Hanover County	0.16 3400 G								0.071		;	3400	G
	To From:	I-95 South Exit 92B												
South										NIA			NIA	
95 Ramp	Hanover County $_{_{_{{\operatorname{T}}_{\operatorname{C}}}}}$	0.02 NA	maland Ct							NA			NA	
		SR 54 East Patrick Henry Rd; E			I									
South	From:	I-95-S092A JB-42 FROM F	RT 95							NIA			NIA	
95 Ramp	Hanover County	0.04 NA			 1					NA			NA	
		SR 54 FROM RT 95												
South	From:	I-95 South								0.070			4.400	_
95 Ramp	Hanover County	0.24 1400 G			<u></u>					0.076		•	1400	G
	То:	I-95-S098B FROM RT 95 TO) KT 30											

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

Route	Jurisdiction	Length AADT QA	4Tire	Rus					QC	K QK	Dir	AAWDT	OW
South	From:	I-95-S098B FROM RT 95 TO I			2Axle 3	+Axle 1	Trail	2Trail		Factor	Factor		
95) Ramp	Hanover County	0.18 NA	(1 50							NA		NA	
\smile	To	FROM RT 725			—								
South (95) Ramp	Hanover County	0.32 NA								NA		NA	
95)	To:	42-99007-N000A KINGS DOMINIO	ON GATE										
South	From:	I-95-S098A JB-42 FROM RT	`95										
95 Ramp	Hanover County	0.09 NA								NA		NA	
<u> </u>	To:	SR 30 FROM RT 95											
South	From:	I-95 South	1001						_				_
95 Ramp	Caroline County	0.17 3800 G	48%	1%	1%	3%	46%	0%	С	0.076		3800	G
	From	Ramp Split before SR 207											
South (95) Ladysmith Rest Area Ramp	Caroline County	I-95 South to Rest Area 0.13 2300 G	81%	2%	2%	1%	15%	0%	С	0.081		2300	G
95) Ladyonnan ricot / ica riamp	To:	Enter Rest Area Parking Lo		270		1 /0	10 /0	0 70	J	0.001		2000	ď
South	From:	Exit Rest Area Parking Lo											
95) Ladysmith Rest Area Ramp	Caroline County	0.14 2300 G	81%	2%	2%	1%	15%	0%	С	0.081		2300	G
	10.	I-95 South from Rest Area	!										
South	Caroline County	I-95 South 0.15 3700 G								0.107		3700	G
95 Ramp	Tail Tail	16-639 Ladysmith Rd								0.107		3700	G
South	From:	I-95-S TO RT 606			i								
95) Ramp	Spotsylvania County	0.24 4100 G								0.115		4100	G
	To:	88-606 FR RT 95 TO RT											
South	From:	I-95-S TO RT 1											
95) Ramp	Spotsylvania County	0.32 17000 G								0.113		17000	G
\vee	To:	US 1 TO AND FROM RT	1										
South	From:	I-95 South								0.004		0000	_
95 Ramp at I-95 Exit 130	Spotsylvania County	0.20 6900 G SR 3 E, Plank Rd			_					0.094		6900	G
No. i the	From:	I-95 South											
South 95) Ramp at I-95 Exit 130	Spotsylvania County	0.36 19000 G								0.107		19000	G
33) 1	To:	SR 3 W, Plank Rd											
South	From:	I-95 South to Welcome Cent	er										
95) Fredericksburg Welcome Center	Spotsylvania County	0.06 NA								NA		NA	
\smile	To:	Enter Welcome Center Parking											
South 95 Fredericksburg Welcome Center	Spotsylvania County	Exit Welcome Center Parking 0.06 2300 A	Lot 87%	1%	1%	0%	11%	0%	F	0.125		1900	Α
95) 1 Todoriologia Wolcomic Conter	To	I-95 South from Welcome Ce		1 /0	i"	3 /0	. 1 /0	0 /0	•	5.125		1300	^
South	From:	I-95 South			l								
95) Ramp	Stafford County	0.22 6200 F	96%	1%	1%	1%	2%	0%	С	0.082		6200	F
	To:	US 17 Warrenton Rd											

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

		Filliary and interstate not				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		e 3+Axle			QC	Factor	QK I	actor	AAWDT	QW
South	From:	I-95 South												
95) Ramp	Stafford County	0.31 6600 F	89%	1%	2%	2%	5%	0%	С	0.072			6600	F
<u> </u>	To:	US 17 Warrenton Rd												
South	From:	I-95 South												_
95 Ramp	Stafford County	0.30 4400 F								0.114			4400	F
South	To: From:	I-95-S136B TO CENTREPORT PAR	KWAY											
95 Ramp	Stafford County	0.03 NA								NA			NA	
	To:	89-8900 TO & FROM 95 SO												
South	From:	I-95-S136A TO CENTREPORT PAR	KWAY											
95) Ramp	Stafford County	0.10 NA								NA			NA	
$\overline{}$	To:	89-8900 FROM RT 95 SOUT	Н											
South	From:	I-95 South												
95) Ramp	Stafford County	0.15 5700 F								0.097			5700	F
<u> </u>	To:	89-630 Courthouse Rd												
South	From:	I-95 South												
95) Ramp	Stafford County	0.22 4200 F	98%	0%	1%	0%	1%	0%	С	0.118			4200	F
<u> </u>	То:	89-610 Garrisonville Rd												
South	From:	I-95 South											.=	
95 Ramp	Stafford County	0.24 13000 A	98%	1%	1%	0%	1%	0%	С	0.134			15000	Α
	From	89-610 Garrisonville Rd												
South	Prince William County	I-95-S TO GOVERNMENT R 0.26 NA	D							NA			NA	
95 Ramp	Prince William County	0.26 NA FROM RT 95								NA			NA	
	From				_									
South (95) Ramp	Prince William County	I-95 South 0.28 5700 G								0.117			5700	G
95) Hamp	Tail County	76-619 Joplin Rd								0.117			3700	ч
South	From:	I-95 South												
95) Ramp at I-95 Exit 150	Prince William County	0.17 480 G								0.114			480	G
93)	To:	76-619 Joplin Rd								· · · · ·			.00	٥.
South	From:	I-95 South			1									
95) Exit 152 A	Prince William County	0.21 7200 G								0.111			7200	G
(55)	То:	SR 234 Dumfries Rd S								-				-
South	From:	I-95 South												
95) Exit 152 B	Prince William County	0.23 6900 G								0.156			6900	G
	То:	SR 234 Dumfries Rd N												
South	From	I-95 SB												
95 Dale City Weigh Station Ramp	Prince William County	0.21 5500 G	11%	5%	2%	7%	73%	2%	С	0.109			5500	G
$\overline{}$	Tα	Enter Scales												
South	Prom:	Exit Weigh Station; Truck Rest Are		5 0/		-	700/	201	_	0.400			5000	_
95 Dale City Weigh Station Ramp	Prince William County	0.32 3900 B	7%	5%	2%	3%	79%	3%	С	0.109			5600	В
~	Tor	I-95 SB												

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

Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail		Dir AAWDT QW
South (95) Ramp	Prince William County	I-95 South Collector Rd 0.25 11000 G			0.113	11000 G
93)	To:	76-784 Dale Blvd			0.110	11000 4
South	From:	I-95 South Collector Rd				
95 Ramp	Prince William County	0.22 15000 G			0.099	15000 G
South	To: From:	I-95-S156C TO RT 1780	1			
95 Ramp	Prince William County	0.30 NA		_	NA	NA
0-146	From:	76-784 FR RT 95				
South (95) Exit 156 C	Prince William County	I-95 Exit 156 B 0.18 NA			NA	NA
	To:	76-1780 Potomac Mills Re	d			
South	From:	I-95 South to Rest Area				
95 Dale City Rest Area Ramp	Prince William County	0.06 880 G Enter Rest Area Parking L	ot		0.09	880 G
South	From:	Exit Rest Area Parking Lo				
95 Dale City Rest Area Ramp	Prince William County	0.08 1000 G		1% 0% 1% 0%	C 0.145	1000 G
0-14-	To:	I-95 South from Rest Area I-95-S BEG COLL RD00-RT 784-D.				
South (95) Ramp	Prince William County	0.20 27000 G	ALE BLVD		0.102	27000 G
$\overline{}$	То	I-95-S156B TO RT 784-DALE	BLVD			
South 95 Ramp	Prince William County	0.40 13000 G			0.110	13000 G
South	To: From:	76-784-W006A FROM RT 784-DA	LE BLVD			
95 Ramp	Prince William County	0.21 16000 G			0.101	16000 G
South	To: From:	I-95-S156A TO RT 784-DALE	BLVD			
95) Ramp	Prince William County	0.12 5500 G			0.103	5500 G
South	To: From:	76-784-E006A FROM RT 784-DA	LE BLVD			
Ramp	Prince William County	0.39 NA			NA	NA
South	T _C . From:	I-95-S156R FR REST ARE	EA			
95 Ramp	Prince William County	0.13 NA			NA	NA
South	To: From:	I-95-S156R TO REST ARE	EA			
95 Ramp	Prince William County	0.10 NA		_	NA	NA
	To:	I-95-S END COLL RD-RT 784-	BOLVE			
South (95) Ramp	Prince William County	I-95 South 0.19 1900 G			0.108	1900 G
	To	SR 294 Prince William Pky	vy			
South	From:	I-95 South				
95 Ramp	Prince William County	0.22 17000 G		\neg	0.104	17000 G
	10.	SR 294 Prince William Pky	vy			

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK 2Axle 3+Axle 1Trail 2Trail Factor	Dir AAWDT QW Factor
South 95 Ramp	Prince William County	I-95 South 0.23 13000 G SR 123 N, Gordon Blvd	0.119	13000 G
South 95 Ramp	From: Fairfax County	I-95-S TO ROUTE 1 SOUTH 0.03 NA	NA	NA
South 95 Ramp	Fairfax County	FROM REVERSIBLE LANE 0.12 NA 6US 01-P FROM RT 95 SOUTH	NA	NA
South 95 Ramp	Front Fairfax County To:	I-95-S TO RT 642 0.24 NA 29-642; 29-642- 2A TO AND FROM RT	NA	NA
South 95 Ramp	From: Fairfax County	I-95-S TO FAIRFAX CO PARKWAY 0.22 14000 F	0.134	14000 F
South 95 Ramp	From: Fairfax County	IRFAX CO PARKWAY FROM ROUTE 95 SOUTH 1-95 South 0.24 4800 A	0.162	5800 A
South 95) Ramp	Front: Fairfax County	Fairfax County Pkwy I-95-S TO RT 617 0.31 109000 F	0.072	109000 F
South 95) Ramp	To: Fron: Fairfax County	FROM RT 95 I-95-S TO RT 613 0.32 7900 F	0.084	7900 F
outh 95) Ramp	Fron:Front	FROM RT 95 I-95-S TO EISENHOWER Ave CONN 0.12 99000 F	0.076	99000 F
outh 95) Ramp	Toc Prom: Fairfax County	100-6579 FROM & TO ROU I-95-S175X TO RT 241 0.15 4700 F	0.137	4700 F
outh	To:	SR 241 FROM RT 95 I-95-S175X TO RT 241		
95 Ramp South	Fairfax County Tot Front:	0.13 12000 F I-95-N175B I-95- 175B TO ROUTE I-95-S BEGIN COLL RD00- RT 241 TELEGRAP	0.134	12000 F
95) Ramp	Fairfax County	0.11 NA I-95-S175B TO RT 241	NA NA	NA
95 Ramp	Fairfax County	0.10 NA SR 241-N001B FROM RT 241	NA	NA
95 Ramp	Fairfax County ™	0.15 NA I-95-S175A TO RT 241	NA NA	NA

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

		T minuty and me					Trı	ıck			K	Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	r AAWDT	QW
South	From:	I-95-S175A	TO RT 241											
95) Ramp	Fairfax County	0.10 N	A								NA		NA	
0 11	To: From:	SR 241-S001B I	FROM RT 24	41										
South $\overline{95}$ Ramp	Fairfax County	0.09 N /	Δ								NA		NA	
95) 1141115	To:	I-95-S END COLL RD00		LEGRAPI	Н						14/1		1471	
South	From:	I-95		2201411		1								
95) I-95 S Exit 177 A	City of Alexandria (Maint: 29)										NA		NA	
93) 1 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	То:	US 1 Richmo												
South	From:	I-95	5.S											
95) I-95 S Exit 177 B C	City of Alexandria (Maint: 29)	0.08 N /									NA		NA	
30)	To:	I-95 S Exit 177 B;	I-95 S Exit 1	77 C										
South	From:	I-95 S Exit												
95) I-95 S Exit 177 B	City of Alexandria (Maint: 29)	0.09 N									NA		NA	
<u> </u>	10:	US 1 Patr												
South	From:	I-95 S Exit												
95) I-95 S Exit 177 C	City of Alexandria (Maint: 29)	0.10 NA									NA		NA	
	10.	Churc												
Manager - Del	From:	US 501 S of C			40/	40/	40/	400/	00/	0	0.004	0.07	4.400	_
96) Virgilina Rd	Halifax County	7.11 140	00 G	84%	1%	1%	1%	13%	0%	С	0.091	0.674	1400	G
	To: From:	WCL V												
96)	Town of Virgilina (Maint: 41)	0.59 140	00 N	84%	1%	1%	1%	13%	0%	N	0.091	0.674	1400	N
	To: From:	N SR	R 49											
96) (49) Florence Ave	Town of Virgilina (Maint: 41)	0.13 16 0	00 G	92%	2%	1%	0%	5%	0%	F	0.087	0.567	1700	G
\smile	Tα	North Carolin	na State Line											
	From:	SR 89 N												
(97) Pipers Gap Rd	City of Galax	0.11 260	00 G	99%	0%	1%	0%	0%	0%	С	0.095	0.611	2700	G
<u> </u>	To: From:	ECL (Galax											
97) Pipers Gap Rd	Grayson County	0.78 27 0	00 G	98%	0%	1%	1%	0%	0%	С	0.099	0.631	2800	G
\smile	To:	Carroll Co												
Dinara Can Ed	Correll County	Grayson Co		99%	0%	0%	00/	10/	00/	С	0.001	0.00	2000	G
97) Pipers Gap Rd	Carroll County	3.76 21 0	00 G	99%	0%	U%	0%	1%	0%	C	0.091	0.605	2200	G
	To: From:	17-713 Pij				<u></u>								
97) Pipers Gap Rd	Carroll County	4.51 10 0		99%	0%	0%	0%	1%	0%	F	0.103	0.518	1100	G
<u> </u>	100	Blue Ridge	Parkway											
Main Ot	From:	US 52 S Scenic	-		401		001	001	001	_	0.4.40	25.	050	_
98 Main St	Bland County	0.50 24		97%	1%	2%	0%	0%	0%	С	0.146	0.514	250	F
	100	10-605 South												
Dan dalah Ava	From	NCL P		000/	40/		00/	00/	00/	_	0.007	0.505	4000	0
99 Randolph Ave	Town of Pulaski	0.68 110		98%	1%	1%	0%	0%	0%	F	0.097	0.537	1200	G
<u> </u>	10'	9th	St											

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		9th St							221					.=	
Randolph Ave	Town of Pula	aski 0.47	2500	G	98%	1%	1%	0%	0%	0%	С	0.091		0.525	2700	(
<u> </u>	To- From:		3rd St													
Randolph Ave	Town of Pula		2800	G	98%	1%	1%	0%	0%	0%	F	0.094		0.662	3000	(
	From:		ain St; 2nd lph Ave; Va													
Main St	Town of Pula		1100	G	98%	1%	0%	0%	1%	0%	F	0.094		0.910	1200	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	2200	G	98%	1%	1%	0%	1%	0%	F	0.086	F	0.635	2300	
	Tα	Washi	ngton Ave;	US 11												
9) Main St	From: L Town of Pula		2600	G	98%	1%	0%	0%	1%	0%	С	0.1			2800	
9)	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	5300	G	98%	1%	1%	0%	1%	0%	С	0.093	F	0.556	5700	
	To	·	3rd St													
9) Main St	From:L Town of Pula	aski 1.10	9800	G	98%	1%	0%	0%	1%	0%	С	0.087		0.512	10000	
9)	та	n.														
9 Main St	From: Town of Pula		7100	G	98%	1%	0%	0%	1%	0%	F	0.090		0.568	7500	
9) 51						. , ,		0,0	. , 0	0 / 0	•	0.000		0.000		
9) Count Pulaski Dr	From Pulaski Cou		ECL Pulask 6900	G	95%	1%	1%	0%	3%	0%	С	0.108		0.783	7200	
g Count i diaski Di	To:	•	FR 47 Kirb		33 /6	1 /0	1 /8	0 /6	J /6	0 /6	O	0.100		0.700	7200	
	From:	•	Count Pula													
Ramp to I-81 S at Exit 94	L Pulaski Cou		1700	G								0.135			1700	
9 '	To:	•	I-81 N													
ast	From:	SR 99 E	E, Count Pu	laski Dr												
9 Ramp to I-81 N at Exit 94	Pulaski Cou	nty 0.24	1000	G								0.109			1000	
<u>/</u>	To:		I-81 N													
est	From:	SR 99 W	V, Count Pu	ılaski Dr												
9) Ramp to I-81 N at Exit 94	Pulaski Cou	nty 0.22	160	G								0.122			160	
	To:		I-81 N													
	From:		andolph Av													
g) 3rd St	Town of Pula		1100	G	98%	1%	1%	0%	0%	0%	F -	0.103	_	0.969	1100	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	2200	G	98%	1%	1%	0%	1%	0%	F	0.086	F	0.635	2300	
	To: From:		efferson Av													
g) 3rd St	Town of Pula		1900	G	98%	1%	1%	0%	0%	0%	F	0.106			2000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	3000	G	98%	1%	1%	0%	1%	0%	F	NA			3200	
	<u>To</u> From:		Washingto													
g) 3rd St	Town of Pula		2700	G	98%	1%	1%	0%	0%	0%	С	0.102			2900	
	Combined Traffic Estimates for 2 Parallel I	•	5300	G	98%	1%	1%	0%	1%	0%	С	0.093	F	0.556	5700	
	To:	SI	R 99 Main	St												
OO)Sylvatus Highway	From: Town of Hillsville (M		221 Floyd I							•						
		Maint: 17) 0.90	3300	N	94%	0%	1%	3%	2%	0%	N	0.098		0.524	3500	

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

				no interstat					Tru	ıok			K		Dir		
Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	QV
		From:		NCL Hillsville	;												
100) Sylvatus Highway		Carroll County	7.22	3300	G	94%	0%	1%	3%	2%	0%	С	0.098		0.524	3500	G
<u> </u>		To: From:		the County Li				-									
(100) Wysor Hwy		Wythe County	6.16	3200	F	96%	0%	1%	2%	1%	0%	С	0.099		0.549	3400	F
100) , ,		To:	Pula	aski County L	ine												
		From:		the County Li								_					
100 Wysor Rd		Pulaski County	3.91	3400	G	96%	0%	1%	2%	1%	0%	F	0.091		0.576	3600	G
<u> </u>		From:	1-81 1SR-00100-P(U)/SR-	West of Drap) RT 81 N	IOR										
100 (100) Ramp to I-81 N at	Exit 89	Pulaski County	0.22	00100-110107	1(11)/11			0 for c	lirectional	traffic	volume e	estima	ates for th	nis se	ament.		
100) (100) *** *** ***		To:	IS-00081-N(B)/SR-00	0100-N018A(R)/FR0										9		
		From:		EST OF DR	APER												
100)(81)		Pulaski County	2.11						ectional tr					•			
\circ	Combined Traffic Estim	ates for 2 Parallel Roa	adways on this Route:	40000	Α	74%	1%	1%	1%	21%	2%	F	0.101	Α	0.527	40000	P
		To:	R	T F-47 S INT	Γ												
100 (81)		Pulaski County	1.67			S	ee I-81	for dir	ectional tr	affic vo	lume es	timate	es for this	segr	nent.		
\cup	Combined Traffic Estim	ates for 2 Parallel Roa	adways on this Route:	42000	G	74%	1%	1%	1%	21%	2%	F	0.072	F	0.558	42000	(
		To:	RT F-47	M INT & SR	00 IN	Т											
100 (81)		Pulaski County	4.35	W HVI & BR	. , , 111		ee I-81	for dir	ectional tr	affic vo	lume es	timate	es for this	sear	nent.		
1007 (01)	Combined Traffic Estim	•	adways on this Route:	41000	Α	74%	1%	1%		21%	2%		0.100	Α	0.598	40000	,
	2011.011.00 110.110 20111	To:	auriajo ori ano rioato.	FR 47		7 1 7 0	.,0	$\overline{}$. , 0	,0	_,,	·	01.00		0.000	.0000	
		From:	IS-00081-N(B)/IS-0	0081-N098A((L)/TO	RT 100 &	. F										
100) (81) Ramp I-81 N Exit	98 to SR 100 N	Pulaski County	0.21			S	ee I-81	for dir	ectional tr	affic vo	lume es	timat	es for this	segr	nent.		
$\overline{}$		To:		FR-47													
100		Pulaski County	0.84	I-81 16000	Α	95%	0%	0%	1%	3%	0%	С	0.104		0.533	17000	,
100		Fulaski County	0.04	10000	^	95 /6	0 /0	0 /0	1 /0	3 /0	0 /6	C	0.104		0.555	17000	,
		From:		682 Newbern		2=2/											
100 Cleburne Blvd		Pulaski County	0.21	18000	G	95%	0%	0%	1%	3%	0%	F	0.085		0.538	19000	C
<u> </u>		To: From:		SCL Dublin				\Box									
100)		Town of Dublin (Main	t: 77) 0.51	18000	N	95%	0%	0%	1%	3%	0%	Ν	0.085		0.538	19000	١
\smile		To	1	US 11 Dublin				\neg									
100		Town of Dublin (Main		6000	G	95%	0%	0%	1%	3%	0%	F	0.086		0.551	6400	(
		To:		NCL Dublin													
100)Clebone Rd		Pulaski County	4.16	6000	G	90%	1%	1%	3%	5%	0%	С	0.086		0.551	6300	(
100) 5.00010 1.0		. alaski sounty					1,70		0,0	0 / 0	0,0	•	0.000		3.00	0000	`
Colburno Plud		Pulcoki County		627 Highland		95%	00/	00/	10/	20/	09/	F	0 00F		0.560	E900	(
100 Celburne Blvd		Pulaski County	3.79	5500	G	95%	0%	0%	1%	3%	0%	г	0.085		0.568	5800	(
		From:		les County Lin aski County L													
100 Pulaski Giles Tpke		Giles County	1.37	4900	G	92%	1%	1%	1%	5%	0%	F	0.089		0.614	5200	(
(100)				R 42 Poplar Hi													_

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

						Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT (QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
100 (42) Pulaski Giles Tpke	Giles County	SR 42 Poplar Hill Walkers Cre 2.13 3900	ek Valley Rd G 92%	1%	1%	10/	5%	0%	С	0.106	0.665	4100	G
100 42 Pulaski Giles Tpke	Glies County			1 70	1 70	1%	5%	0%	C	0.106	0.003	4100	G
100)Pulaski Giles Tpke	Giles County	35-750 Cedar Crest : 0.72 4300	G 92%	1%	1%	1%	5%	0%	F	0.085	0.607	4600	G
100). alasia alas ipila	To To	35-660 Post Office I		. , ,		. 70	0,0	0,70	-	0.000	0.007	.000	<u> </u>
100)Pulaski Giles Tpke	Giles County		G 92%	1%	1%	1%	5%	0%	F	0.084	0.577	5000	G
	To	35-606 Meadows R	Rd										
100) Pulaski Giles Tpke	Giles County		G 92%	1%	1%	1%	5%	0%	F	0.086	0.553	5400	G
	To: From:	35-665 Wilburn Valle	y Rd										
100) Pulaski Giles Tpke	Giles County	2.24 6300	G 92%	1%	1%	1%	5%	0%	F	0.087	0.509	6600	G
	To: From:	SCL Pearisburg											
South Main St	Town of Pearisburg (Maint: 35) 0.46 6600	G 93%	1%	1%	1%	4%	0%	С	0.087	0.52	6900	G
Bus	T _C . From:	Bus US 460 Wenonah	Ave										
100)(460) Main St	Town of Pearisburg (Maint: 35) 0.38 10000	G 95%	0%	1%	1%	2%	0%	С	0.089	0.58	11000	G
	To: From:	Bus US 460 North Ma	nin St										
100 Main St	Town of Pearisburg (Maint: 35) 0.21 3400	G 99%	0%	0%	0%	0%	0%	С	0.090	0.502	3600	G
	To: From:	WCL Pearisburg											
100 Narrows Rd	Giles County	3.86 2000	G 99%	0%	0%	0%	0%	0%	С	0.106	0.62	2100	G
	To: From:	ECL Narrows	• •••					2-1					_
100 Main St	Town of Narrows (Maint: 35)	0.65 2100 SR 61 Main Monro	G 99%	0%	0%	0%	0%	0%	С	0.1	0.533	2300	G
	Prom:	SR 100	ж.										
100)Ramp to I-81 N at Exit 98	Pulaski County		G							0.1		5300	G
	To:	I-81 N											
	From:	SR 100											
Ramp to I-81 S at Exit 98	Pulaski County		G							0.111		3900	G
	From	I-81 S	1										
North 100 Ramp to I-81 N at Exit 89	Pulaski County	SR 100 Wysor Rd 0.22 1500	G G							0.132		1500	G
100)	To:	I-81 N	<u>-</u>							002		.000	
	From:	SR 117 Peters Creek	Rd										
101)Hershberger Rd	City of Roanoke	1.34 8800	F 99%	0%	0%	0%	0%	0%	С	0.088	0.525	9600	F
	To- From:	SR 116 Cove Rd											
Hershberger Rd	City of Roanoke		F 97%	1%	1%	0%	1%	0%	F	0.085	0.510	30000	F
<u> </u>	To: From:	I-581 I-581 Valley View Blv	vd N										
101)Hershberger Rd	City of Roanoke		F 97%	1%	1%	0%	1%	0%	F	0.084	0.547	37000	F
	То	US 11 Williamson F	Rd										

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

				-			Tru	باد			V	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK Facto	r AAWDT	QW
East	From:	SR 101 TO RT 581 S												
101 Ramp	City of Roanoke (Maint: 80)	0.30 3500	G								0.084		3500	G
<u> </u>	10: I-5	581-S FROM RT 101 EAST00)- HERSI	HBERGER										
East	From:	SR 101 I-581-N004B FROM		RT 58										
101)Ramp	City of Roanoke (Maint: 80)	0.18 1200	G								0.111		1200	G
<u> </u>	To: I-5	81-N FROM RT 101 EAST00)- HERSI	HBERGER										
West	From:	SR 101 I-581-S004A FR &	to RTE	E 581										
101)Ramp	City of Roanoke (Maint: 80)	0.18 7100	G								0.113		7100	G
\smile	To: I-5	81-S FROM RT 101 WEST00)- HERSI	HBERGER										
West	From:	SR 101 Hershberg	er Rd											
101 Ramp	City of Roanoke (Maint: 80)	0.27 6300	G	98%	0%	0%	0%	1%	0%	С	0.111		6300	G
\smile	Tα	I-581 North												
	From:	West Virginia State	e Line											
102)Stadium Dr	Town of Bluefield	0.39 7600	G	99%	0%	0%	1%	0%	0%	F	0.082	0.530	8100	G
	To:	College Ave												
	From:	Stadium Dr												
102)College Ave	Town of Bluefield	0.87 13000	G	99%	0%	0%	1%	0%	0%	С	0.09	0.502	14000	G
<u> </u>	To:	Valleydale St	t			\neg \vdash								
102)College Ave	Town of Bluefield	0.80 9700	G	98%	0%	1%	0%	1%	0%	С	0.089	0.530	10000	G
	To	Rollins St												
102)College Ave	Town of Bluefield	0.31 8700	G	98%	0%	1%	0%	1%	0%	F	0.082	0.546	9300	G
102) conege 7100	Town of Blacketa			0070	0 70		0 70	1 70	0 70	•	0.002	0.040	0000	ď
	From:	Tazewell Ave					221		221	_				_
102 College Ave	Town of Bluefield	0.07 7700	G	98%	0%	1%	0%	1%	0%	F	0.086	0.523	8200	G
<u> </u>	To- From:	US 19; US 460 Virgi												
102 College Ave	Town of Bluefield	0.58 3800	G	94%	0%	1%	2%	3%	0%	С	0.083	0.590	4100	G
\smile	To	NCL Bluefield	d											
102)	Tazewell County	4.13 3800	G	98%	0%	0%	1%	1%	0%	С	0.095	0.57	4000	G
102)	- 425.1011 554.115				0,0	—	. , ,	. , 0	0,0	Ū	0.000	0.0.	.000	<u> </u>
Dramous II Dd	To a constant	West Virginia State L		000/	00/		10/	10/	00/	F	0.000	0.500	1100	
102 Bramwell Rd	Tazewell County	0.20 1100	G	98%	0%	0%	1%	1%	0%	г	0.092	0.502	1100	G
	To: From:	West Virginia State L	ine, Gap											
102 Boissevain Rd	Tazewell County	0.60 1200	G	98%	0%	0%	1%	1%	0%	F	0.104	0.555	1200	G
\smile	To	ECL Pocahonta	as			\neg								
102)	Town of Pocahontas (Maint: 92)	0.25 1200	N	98%	0%	0%	1%	1%	0%	Ν	0.104	0.555	1200	Ν
102)	To:	92-1103 Center	St											
	From:	North Carolina Stat				i								
103)Claudville Hwy	Patrick County	4.43 2100	G	92%	1%	1%	1%	6%	0%	F	0.09	0.53	2200	G
100) 2.000	To	70-773 Near Claud		3=,0	.,5	Ť	. /0	J / U	0 / 0	•	0.00	0.00		<u> </u>
	From:	70-773 Near Claudville		wy										
103)Dry Pond Hwy	Patrick County	9.00 2700	G	92%	1%	1%	1%	6%	0%	С	0.09	0.519	2900	G
	Τα	SR 8 South of Stuart Sa	alem Hw	у										

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	l	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	()K	actor	AAWDT	QW
	From:			Ft Eustis													
105)Ft Eustis Blvd	City of Newport N	News	0.04	19000	G	96%	0%	1%	1%	1%	0%	F	0.1	0.	.845	21000	G
$\overline{}$	Τα			US 60				\neg \vdash									
105)Ft Eustis Blvd	City of Newport N	News	1.01	38000	G	96%	0%	1%	1%	1%	0%	F	0.087	0.	.698	42000	G
	Tæ			I-64													
105)Ft Eustis Blvd	City of Newport N	News	0.23	23000	G	96%	0%	1%	1%	1%	0%	F	0.093	0.	.602	25000	G
	To		CD 1	43 Jefferson	Avo												
105)Ft Eustis Blvd	City of Newport N	News	1.26	16000	A	96%	0%	1%	1%	1%	0%	С	0.11	0.	.662	18000	Α
103). 1 = 2010 = 110	To											_	•	-			
105)Ft Eustis Blvd	York County	·	2.36	Newport N 16000	G	96%	0%	1%	1%	1%	0%	F	0.089	0	.665	17000	G
105) I Lustis Bivu	To:	y	2.00	US 17	<u> </u>	30 70	0 70		1 /0	1 /0	0 70	•	0.003	O.	.005	17000	a
East	From:		SD 10	05 Ft Eustis	Dlvd												
East 105)Ramp	City of Newport News	(Maint: 99)	0.28	8900	G								0.111			8900	G
103)	To:	(0.20	I-64 East									0			0000	O .
East	From:	SP	105 I-64-W		FROM	1 IS 64											
105)Ramp	City of Newport News		0.19	3600	G	115 04							0.084			3600	G
103)	То:		FROM RT 1			BOULEV	'A										
West	From:		105 I-64-E														
105)Ramp	City of Newport News		0.19	5000	G	15 01							0.091			5000	G
1000	To:		ROM RT 1	05-FORT E		BOULEV.	A										
	From:		US	460 County	Rd												
106)Courthouse Rd	City of Petersb	ourg	0.10	7900	G	95%	1%	1%	1%	2%	0%	F	0.091	0.	.544	8400	G
	To:		E(CL Petersbu	ra												
106)Courthouse Rd	Prince George Co	County	2.39	11000	G	95%	1%	1%	2%	2%	0%	С	0.09	0.	.526	12000	G
100) 65811116866 118	s dissigs 5.						. , ,		_,,	_,,	0,0	Ū	0.00		.0_0	000	.
106 Courthouse Rd	Prince George Co	County	0.86	-634 Allin I 14000	G G	95%	1%	1%	1%	2%	0%	С	0.093	0	.514	15000	G
106 Courthouse No	Fillice George Of	Journey				95 /6	1 /0	1 /0	1 /0	∠ /0	0 /6	C	0.093	U.	.514	13000	G
	To:			Laurel Spr													
106 Courthouse Rd	Prince George Co	ounty	1.50	7900	G	95%	1%	1%	1%	2%	0%	F	0.093	0.	.546	8400	G
Bypas	To: From:		BYP S	SR 156 Ruft	fin Rd												
(106)(156)	Prince George Co	ounty	1.09	7200	G	90%	1%	1%	1%	8%	0%	F	0.093	0.	.561	7700	G
100/100/	To																
Bypas	From:			74-609													
(106)(156)	Prince George Co	ounty	3.47	4100	G	90%	1%	1%	1%	8%	0%	С	0.094	0.	.528	4400	G
	To:		RT 15	56 BUS & F	RT 10												
106) (10) (156) James River Dr	Prince George Co	ounty	0.73	10000	G	93%	0%	1%	1%	5%	0%	С	0.09	0.	.601	10000	G
\bigcirc	To:		RT	10 & RT 1	56			<u> </u>									
(106)(156)	Prince George Co	Sounty	2.69	4900	G	90%	0%	1%	1%	7%	0%	С	0.097	C	0.56	5100	G
130	Tor			City Coun				i.				-					-

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

					·	_		Tru	ıck			K	O. Dir		- 0144
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fact	AAWDT or	QW
	From:		George Cour	_											
(106)(156)	Charles City County	1.31	4400	G	90%	0%	1%	1%	7%	0%	F	0.095	0.52	5 4600	G
<u> </u>	To: From:	SR 5; SR 15	6 Tyler Me	morial F	Iwy										
(106) Roxbury Rd	Charles City County	6.67	2300	G	80%	1%	1%	3%	15%	0%	С	0.093	0.54	1 2400	G
	To	18-6	556 Bradley	Rd											
(106)Roxbury Rd	Charles City County	3.13	2900	G	79%	1%	1%	4%	16%	0%	С	0.086	0.56	6 3000	G
	To:	New I	Kent County	y Line											
	From:		City Count												
106 Roxbury Rd	New Kent County (Maint: 18	,	2900	N	79%	1%	1%	4%	16%	0%	Ν	0.086	0.56	6 3000	N
<u> </u>	To: From:		Kent County City Count												
(106)Roxbury Rd	New Kent County	0.91	5600	G Line	80%	1%	1%	3%	15%	0%	F	0.085	0.53	2 5800	G
106 Hoxbary Ha	New Nerit County				00 70	1 /0	1 70	070	1070	0 /0	•	0.000	0.00	2 0000	ď
	From:		Pocahontas		050/	10/		201	440/	00/	_	0.004	0.50		
106 Emmaus Church Rd	New Kent County	3.04	3100	G	85%	1%	1%	2%	11%	0%	С	0.091	0.56	8 3200	G
<u> </u>	To: From:		I-64												
(106) Emmaus Church Rd	New Kent County	1.68	2400	G	97%	0%	1%	1%	1%	0%	С	0.088	0.6	2400	G
\bigcirc	To:	SR 24	9 New Kent	t Hwy											
	From:	SR 106 I-64-E	211A FRON	M & TO	IS 64										
(106)Ramp	New Kent County	0.30	2400	G								0.097		2400	G
\bigcirc	To:	I-64-I	E FROM RT	Т 106											
	From:	SR 106 I-64-W	211A FRO	M & TC	IS 64										
(106)Ramp	New Kent County	0.31	1900	G								0.083		1900	G
\bigcirc	To:	I-64-V	V FROM R	T 106											
	From:		I-81												
(107)White Top Ave	Town of Chilhowie (Maint: 86	6) 0.32	12000	G	96%	1%	1%	1%	2%	0%	С	0.088	0.50	7 12000	G
	To:	•	S 11 Lee Hv	vy											
	From:		1 Lee High												
(107)White Top Ave	Town of Chilhowie (Maint: 86	6) 0.79	4900	G	95%	0%	1%	2%	2%	0%	С	0.090	0.55	4 5200	G
<u> </u>	To: From:	NO	CL Chilhow	/ie											
107)	Smyth County	4.62	4900	N	95%	0%	1%	2%	2%	0%	Ν	0.090	0.55	4 5200	Ν
	To	C	CL Saltville	۵											
(107)Worthy Blvd	Town of Saltville (Maint: 86)		3500	G	96%	1%	1%	0%	3%	0%	С	0.093	0.61	3 3700	G
107) World Sire	To:		E Main St; N		0070	170	$\stackrel{\cdot,\gamma}{=}$	070	0 70	0 70	Ū	0.000	0.01	0,00	•
	From:		R 107; 86-76				i								
(107) Ramp to I-81 N at Exit 35	Town of Chilhowie (Maint: 86		2500	G								0.111		2500	G
107) Tamp to 1 01 14 at Exit 00	To:	0.14	I-81 N									0.111		2000	G
	From	CD 10		A v			_								
(107) Ramp to I-81 S at Exit 35	Town of Chilhowie (Maint: 86		7 White Top 2800	p Ave G								0.113		2800	G
10/ / Tamp to 1-01 3 at Exit 33	Town of Chillowie (Maint. oc	0.14	I-81 S	u								0.113		2000	G
Fireboro Dd	From:		Kings Mour		000/	10/	00/	00/	10/	00/	_	0.005	0.00	0000	_
108 Figsboro Rd	Henry County	4.24	3600	F	98%	1%	0%	0%	1%	0%	С	0.095	0.68	3 3900	F
	100	44-65	7 Old Quar	ry Rd											

5/2/2016

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							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	US 460 Count	_											
109 Hickory Hill Rd	City of Petersburg	0.88 10000	G	99%	1%	0%	0%	0%	0%	С	0.123	0.845	11000	G
<u> </u>	To: From:	ECL Petersb	urg											
109)Hickory Hill Rd	City of Petersburg	0.03 10000	N	99%	1%	0%	0%	0%	0%	Ν	0.123	0.845	11000	Ν
\smile	To: Dea	d End; Fort Lee Military Re	servation	, Mahone	Av									
	From:	Arlington Ridg	ge Rd											
110 Jefferson Davis Hwy	Arlington County	1.29 62000	G	97%	1%	1%	1%	0%	0%	F	0.078	0.595	65000	G
	Too From:	SR 27 Washington	on Blvd			$ \vdash$								
110 Jefferson Davis Hwy	Arlington County	1.12 43000	G	97%	1%	1%	1%	0%	0%	С	0.081	0.578	46000	G
\smile	Τα	US 1; 4US 01-P SR110	EAST &	BEGI										
East	From:	SR 110 TO RT 395	NORTH	ł										
110)Ramp	Arlington County	0.05 NA									NA		NA	
\smile	To:	TO ARMY NAVY		,										
East	Arlington County	Ramp to Army N									0.077		0700	G
110 Ramp	Arlington County	0.05 9700 I-395 Nort	G								0.077		9700	G
	From:													
West Domin		SR 110 Jefferson I		97%	10/	10/	1%	0%	0%	F	0.087		22000	
110 Ramp	Arlington County	0.15 21000 I-66 Wes	G	97%	1%	1%	170	0%	0%	Г	0.087		22000	G
	Fram													
111)Cambria St	Town of Christiansburg	0.79 6600	G	96%	1%	1%	2%	0%	0%	С	0.113	0.591	7000	G
111) Gambha Gi	10Wil of Offisial Isbaily			30 70	1 /0	1 /0	270	0 70	0 70	O	0.110	0.551	7000	ч
Combrio Ct	Town of Christianshurg	0.39 Ellett Rd	G	98%	0%	10/	00/	0%	00/	С	0.117	0.500	6000	G
111) Cambria St	Town of Christiansburg	0.39 5600 Depot St	G	96%	0%	1%	0%	0%	0%	C	0.117	0.538	6200	G
	From:	Cambria S	t											
111)Depot St	Town of Christiansburg	0.97 4300	G	97%	1%	1%	1%	0%	0%	F	0.104	0.541	4600	G
	To:	Park St												
111)Depot St	Town of Christiansburg	0.11 5100	G	97%	1%	1%	1%	0%	0%	С	0.101	0.607	5400	G
111)2000101	To:	US 11 Roano		0.70	. , 0		. , ,	0,0	0 / 0	Ū	0	0.007	0.00	.
	From:	US 11, US 460 I	Main St											
112)Wildwood Rd	City of Salem	0.44 21000	F	99%	1%	0%	0%	0%	0%	F	0.084	0.505	22000	F
	To					 -								
112)Wildwood Rd	Roanoke County	NCL Sales 0.17 20000	G G	99%	1%	0%	0%	0%	0%	F	0.084	0.505	21000	G
112) Wildwood Hu	Toanone County		u	33/6	1 /0	U /6	U /6	0 /0	0 /6	'	0.004	0.505	21000	G
Wilders of D.J.	From:	I-81		0001	401		001	00′	001		0.404	0.570	0500	
112 Wildwood Rd	Roanoke County	0.04 2300	G	99%	1%	0%	0%	0%	0%	F	0.121	0.573	2500	G
	1α	FR 70 Skyvie	w Kd											
	From:	SR 112												_
112 Ramp to I-81 N at Exit 128	Roanoke County	0.39 7300	G								0.09		7300	G
<u>~</u>	To:	I-81 N												

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_						_		Tru	ıck			K	_	Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		SR 112													
112 Ramp to I-81 S at Exit 12	Roanoke Cou	unty 0.23	2600	G								0.088			2600	(
$\stackrel{\smile}{-}$	Τα		I-81 S													
	From:	SR 381 0	Commonwe	alth Ave	;											
₁₁₃)Cumberland St	City of Brist	tol 0.28	2200	G	98%	0%	1%	0%	1%	0%	С	0.101		0.57	2300	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	3000	G	98%	0%	1%	0%	0%	0%	С	0.103	F	0.524	3200	
	Tα		21 Piedmon													
	From:		umberland		070/	40/		00/	00/	00/	_	0.005		0.507	0000	
Piedmont Ave	City of Brist		3700	G	97%	1%	1%	0%	0%	0%	F	0.095	_	0.507	3900	
	Combined Traffic Estimates for 2 Parallel I	•	4500	G	97%	1%	1%	0%	0%	0%	F	0.098	F	0.515	4800	
	To:		3 P, Sycam													
13)Piedmont Ave	City of Brist		3600 3600	G G	97%	1%	1%	0%	0%	0%	F	0.097		0.607	3800	
113)1 ledillolit Ave	Tα		Dakview Av		31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.037		0.007	3000	
	From:		iedmont Av													
113)Oakview Ave	City of Brist		2400	G	97%	1%	1%	0%	0%	0%	С	0.106		0.549	2500	
1.10)	Tα:		Moore St													
Truck Truck	From:	(Oakview Av	e												
113) { 11 } { 19 } Moore St	City of Brist	tol 0.12	8100	G	97%	1%	1%	0%	0%	0%	F	0.087		0.533	8600	
	Τα:		Euclid Ave													
	From:	SR 381 0	Commonwe	alth Ave	;											
113) Sycamore St	City of Brist	tol 0.40	840	G	98%	1%	1%	0%	0%	0%	С	0.112		0.546	890	
P	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	3000	G	98%	0%	1%	0%	0%	0%	С	0.103	F	0.524	3200	
	To:	P	iedmont Av	/e												
	From:	US 11	West of R	adford												
114)Peppers Ferry Blvd	Pulaski Cou		19000	G	98%	0%	0%	0%	1%	0%	F	0.09		0.595	21000	
	Tol		00 P 1 :													
114)Peppers Ferry Blvd	From: Pulaski Cou		00 Belsprin 16000	g Ka G	98%	0%	0%	0%	1%	0%	С	0.098		0.522	17000	
114 Feppers Ferry Biva	Fulaski Cou τα		omery Cour		90 /6	0 /0	0 /0	0 /6	1 /0	0 /6	C	0.030		0.522	17000	
	From:		ski County													
114)Peppers Ferry Blvd	Montgomery C		15000	G	98%	0%	0%	0%	1%	0%	С	0.094		0.578	16000	
	Tα:	•	Centerville	Circle												
	From:	60-81	2 Centrevil	le Rd												
114)Peppers Ferry Blvd	Montgomery C	ounty 3.62	11000	G	98%	0%	0%	0%	1%	0%	F	0.093		0.54	12000	
\smile	_ Τα	E 60-65	9 Vicker Sv	vitch Rd												
114)Peppers Ferry Blvd	Montgomery C		11000	G	98%	0%	0%	0%	1%	0%	F	0.095		0.548	12000	
,	T		~													
Danis and Farm Dd	From:		Christians		000/	00/		40/	10/	00/	г	0.104		0.50	10000	
Peppers Ferry Rd	Town of Christia	nsburg 0.91	15000	G	98%	0%	0%	1%	1%	0%	F	0.104		0.53	16000	
	To: From:		Somerset S													
114)Peppers Ferry Rd	Town of Christia	nsburg 0.53	17000	G	98%	0%	0%	1%	1%	0%	С	0.102		0.586	18000	
\smile	_ To:	1	Bus US 460)												
114)Peppers Ferry Rd	Town of Christia		14000	G	98%	0%	0%	0%	1%	0%	С	0.097		0.546	15000	
117/ 1001 - 2007 - 20		. 3	, , , ,			- / -	2	- / -	, -		-					

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

				_		Tru	ick			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q'
	From:	Orange Ave											
Hollins Rd	City of Roanoke	1.02 7000 F	94%	1%	1%	2%	3%	0%	С	0.096	0.564	7600	ı
<u> </u>	To:	Liberty St											
L'ile auto Del	City of Department	Hollins Rd	0.40/	40/	40/	00/	00/	00/	_	0.445	0.540	4700	
115 Liberty Rd	City of Roanoke	0.30 4300 F	94%	1%	1%	2%	3%	0%	F	0.115	0.513	4700	
<u> </u>	From:	Plantation Rd Liberty Rd											
115)Plantation Rd	City of Roanoke	0.88 8400 F	97%	0%	1%	1%	1%	0%	С	0.104	0.576	9100	
113)	5.ty 5. 1.tsu5.ts					. , 0	. , 0	0 / 0	Ū	0	0.07.0	0.00	
Diametrica Del	City of Department	Hollins Rd	000/	00/		40/	40/	00/	_	0.007	0.550	40000	
Plantation Rd	City of Roanoke	0.66 15000 F	96%	0%	1%	1%	1%	0%	С	0.097	0.559	16000	
	To: From:	NCL Roanoke											
115)Plantation Rd	Roanoke County	0.27 15000 F	97%	0%	1%	0%	2%	0%	F	0.099	0.531	16000	
<u> </u>	To	80-625 Hershburger Rd											
115)Plantation Rd	Roanoke County	0.17 11000 F	97%	0%	1%	0%	2%	0%	С	0.099	0.529	12000	
113)			0.70	0,0		0,0	_,,	0 / 0	Ū	0.000	0.020		
	From:	80-1855 Vista Ave	2=21			221			_				
15 Plantation Rd	Roanoke County	1.16 8900 F	97%	0%	1%	0%	2%	0%	F	0.098	0.541	9700	
<u> </u>	To: From:	80-834 Crestland Dr											
15) Plantation Rd	Roanoke County	0.59 9600 F	97%	0%	1%	0%	2%	0%	F	0.097	0.575	10000	
<i>9</i>	To:	US 11 Lee Highway											
115)Plantation Rd	Roanoke County	0.15 16000 F	97%	1%	1%	0%	1%	0%	F	0.099	0.608	18000	
15) Hamaton Hu	ribanoke obunty		31 /6	1 /0	1 /0	0 70	1 /0	0 70		0.000	0.000	10000	
	To: From:	80-1801 Indian Rd											
15 Plantation Rd	Roanoke County	0.80 13000 F	97%	1%	1%	0%	1%	0%	F	0.098	0.532	15000	
<u> </u>	To:	I-81											
	From:	SR 115 Plantation Road											
115)Ramp to I-81 N at Exit 128	Roanoke County	0.30 2500 G	97%	0%	1%	0%	2%	0%	С	0.112		2500	
<u> </u>	То:	I-81 N											
	From:	SR 115 Plantation Road											
15)Ramp to I-81 S at Exit 128	Roanoke County	0.17 5700 G								0.12		5700	
.9	To:	I-81 S											
	From:	SR 122 Booker T Washing	ton										
116)Jubal Early Hwy	Franklin County	5.92 3200 G	99%	0%	0%	0%	0%	0%	F	0.115	0.627	3400	
116 Joubai Zuriy riiiy	- raman county		0070	0 70		070	0 70	070	•	0.110	0.027	0.100	
	To: From:	33-678 Truman Hill Rd											
16 Jubal Early Hwy	Franklin County	3.58 3800 G	99%	0%	0%	0%	0%	0%	С	0.118	0.744	4000	
	To:	Roanoke County Line			_								
lee Velley Dd	Decreise County	Franklin County Line	000/	00/	00/	00/	00/	00/	_	0.117	0.070	E700	
16 Jae Valley Rd	Roanoke County	2.11 5400 F	99%	0%	0%	0%	0%	0%	F	0.117	0.878	5700	
	To: From:	80-663 Sterling Rd											
116)Jae Valley Rd	Roanoke County	1.17 6000 F	99%	0%	0%	0%	0%	0%	F	0.112	0.883	6300	
\mathcal{L}	To	SCL Roanoke			—								
116)Mt Pleasant Blvd	City of Roanoke	0.70 7200 F	98%	0%	1%	0%	0%	0%	F	0.11	0.763	7800	
110/1111 10030111 10110	Oity of Hoarloke	Riverland Rd	JU /0	U /0	1 /0	0 /0	0 /0	0 /0	1	0.11	0.703	, 500	

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							Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	Mt Ple	asant Blvd											
116)Riverland Rd	City of Roanoke	0.62 8	500 F	98%	0%	1%	0%	0%	0%	С	0.105	0.719	9200	F
\smile	To	9	th St											
116)Riverland Rd	City of Roanoke		900 F	98%	0%	1%	0%	0%	0%	F	0.107	0.733	8600	F
110	To:		mont St			1								
	From:	River	rland Rd											
116)Piedmont St	City of Roanoke	0.07 4	600 F	98%	1%	1%	0%	0%	0%	F	0.118	0.730	5000	F
\smile	To:		nut Ave											
116)Walnut Ave	City of Roanoke		mont St 200 F	98%	1%	1%	0%	0%	0%	С	0.104	0.695	6800	F
116) Wallut Ave	City of Hoarloke		erson St	96%	176	1%	0%	0%	0%	C	0.104	0.695	6600	Г
	From:		nut Ave											
116 Jefferson St	City of Roanoke		0000 F	98%	1%	1%	0%	0%	0%	F	0.09	0.599	11000	F
110)	To:		m Ave											
	From:	US 221; 1US 221		Бар T										
116)(221)Franklin Rd	City of Roanoke	0.14 5	600 G	98%	0%	1%	0%	0%	0%	F	0.128	0.693	5900	G
	To:		IS 11											
	From:		bell Ave							_				_
116 (11) (221) Williamson Rd	City of Roanoke	0.15 2 1	1000 G	98%	0%	1%	0%	0%	0%	F	0.088	0.514	24000	G
	To: From:	Shenar	ndoah Ave											
116) (11) (221) Williamson Rd	City of Roanoke	0.15 1 5	5000 F	98%	0%	1%	0%	0%	0%	F	0.092	0.709	17000	F
	To:	Ţ.	-581											
116) (11) (221) Williamson Rd	City of Roanoke		2000 F	99%	0%	0%	0%	0%	0%	F	0.076	0.539	12000	F
110 (11) (221)	Τα:		IS 11											
ALT ALT	From:	U	S 460											
(116)(460)(11)(220)Orange Ave	City of Roanoke	0.24 3 5	5000 F	96%	1%	1%	1%	2%	0%	F	0.079	0.639	39000	F
	To	I-581, US 22	20, ALT SR 220)										
ALT OFFICE ALLS	City of Dagrades				10/	10/	10/	00/	00/	_	0.005	0.510	00000	^
116 460 11 Orange Ave	City of Roanoke	0.90 18	3000 A	96%	1%	1%	1%	2%	0%	С	0.095	0.512	20000	Α
ALT	To: From:	10th St, C	Gainsboro Rd											
116) (460) (11) Orange Ave	City of Roanoke	1.00 1 3	3000 F	96%	1%	1%	1%	2%	0%	F	0.078	0.541	14000	F
110 (400) (11)	То													
ALT	From:	Salem	Turnpike											
116)(460) (11) Melrose Ave	City of Roanoke	0.41 12	2000 F	96%	1%	1%	1%	2%	0%	F	0.087	0.51	14000	F
	To:	Melr	ose Ave											
116 Lafayette Blvd	City of Roanoke		200 F	98%	1%	1%	0%	0%	0%	С	0.09	0.583	7800	F
110),	To:		ve Rd					- , -		-				
	From:	Lafay	ette Blvd											
116 Cove Rd	City of Roanoke	0.72 1 1	1000 F	98%	1%	1%	0%	0%	0%	F	0.085	0.545	12000	F
\smile	To:	SR 101 He	ershberger Rd											
	From	US 11 B	randon Ave											
117 Peters Creek Rd Ext	City of Roanoke		6000 F	97%	1%	1%	0%	1%	0%	F	0.099	0.548	19000	F
\smile	To	US 460 I	Melrose Ave]								

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							Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QV
	From:	US 460 Melrose A												
Peters Creek Rd	City of Roanoke	0.46 21000	F	97%	1%	1%	0%	1%	0%	F	0.092	0.538	24000	F
	From:	SR 101 Hershberger												
Peters Creek Rd	City of Roanoke	0.87 16000	F	97%	1%	1%	0%	1%	0%	F	0.087	0.526	18000	F
	To: From:	Cove Rd												_
Peters Creek Rd	City of Roanoke	1.37 18000	F	97%	1%	1%	0%	1%	0%	F	0.092	0.507	20000	F
	To: From:	I-581												
117 Peters Creek Rd	City of Roanoke	0.82 20000	A	97%	1%	1%	0%	1%	0%	С	0.113	0.513	23000	Α
	To: From:	NCL Roanoke												
Peters Creek Rd	Roanoke County	1.35 19000		97%	1%	1%	0%	1%	0%	F	0.092	0.508	22000	F
<u> </u>	To	US 11 North of Roar												
East	From:	SR 117 TO RT 581 SC									0.404		4000	,
117 Ramp	City of Roanoke (Maint: 80)	0.28 4000	G	TDEEK I							0.104		4000	C
		581-S FROM RT 117 EAST-PE			(
East 117)Ramp	City of Roanoke (Maint: 80)	SR 117 I-581-N005B FROM 0.18 2000	& TO R	RT 58							0.124		2000	(
117) Hamp		581-N FROM RT 117 EAST-PE		CREEK I	₹						0.124		2000	•
Vest	From:	SR 117 TO RT 581 SO		JACE ETT I	•									
117)Ramp	City of Roanoke (Maint: 80)	0.18 4600	G								0.104		4600	(
		81-S FROM RT 117 WEST-PE	ETRS CR	REEK RO)									
Vest	From:	SR 117 TO RT 581 NO	ORTH											
117)Ramp	City of Roanoke (Maint: 80)	0.31 2600	G								0.089		2600	(
\mathcal{L}	To: I-5	81-N FROM RT 117 WEST-PE	ETERS (CREEK 1	R									
	From:	US 11 Williamson												
118 Airport Rd	City of Roanoke	0.63 6400	F	99%	1%	0%	0%	0%	0%	F	0.099	0.569	6700	F
<u> </u>	To: From:	Municipal Rd												
118)Airport Rd	City of Roanoke	1.01 10000	Α	99%	1%	0%	0%	0%	0%	С	0.117	0.528	11000	,
$\underline{\hspace{0.1cm}}$	To	NCL Roanoke												
118)Airport Rd	Roanoke County	0.20 12000	F	99%	1%	0%	0%	0%	0%	F	0.104	0.535	12000	F
<u> </u>	To:	SR 117 Peters Creek	c Rd											
	From:	North Carolina State	Line											
119)Calvary Rd	Halifax County	3.08 740	G	89%	1%	1%	1%	10%	0%	С	0.109	0.537	760	(
$\underline{\hspace{0.1cm}}$	То:	US 58 Philpott Ro	d											
	From:	SR 123 Chain Bridge												
Glebe Rd	Arlington County	2.49 14000	G	97%	1%	1%	1%	0%	0%	F	0.112	0.738	14000	(
$\stackrel{\smile}{=}$	To: From	SR 309 Old Dominion												
120)Glebe Rd	Arlington County	0.55 15000	G	97%	1%	1%	1%	0%	0%	F	0.091	0.527	16000	(
\smile	To:	US 29 Lee Highwa	ay			<u> </u>								
120)Glebe Rd	Arlington County	0.79 18000		97%	1%	1%	1%	0%	0%	F	0.088	0.555	19000	(
	To	I-66												

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:	I-66								_				_
Glebe Rd	Arlington County	0.14 31000	G	97%	1%	1%	1%	0%	0%	F	0.086	0.613	32000	G
	To: From:	SR 237 Washington				<u> </u>								
120 237 Glebe Rd	Arlington County	0.25 27000	G	97%	1%	1%	1%	0%	0%	F	0.09	0.633	28000	G
	To: From:	SR 237 Fairfa	x Dr			\Box \vdash								
120)Glebe Rd	Arlington County	1.13 29000	Α	97%	1%	1%	1%	0%	0%	С	0.084	0.594	31000	Α
<u>~</u>	To: From:	US 50												
120 Glebe Rd	Arlington County	0.86 30000	G	97%	1%	1%	1%	0%	0%	F	0.079	0.588	32000	G
	To: From:	SR 244 Columbi	a Pike			\Box \vdash								
120)Glebe Rd	Arlington County	1.24 23000	G	97%	1%	1%	1%	0%	0%	F	0.078	0.583	24000	G
\smile	To	I-395				<u> </u>								
120 Glebe Rd	Arlington County	0.92 27000	G	97%	1%	1%	1%	0%	0%	F	0.087	0.646	28000	G
	To	Arlington Ridg	e Rd											
120)Glebe Rd	Arlington County	0.73 22000	G	97%	1%	1%	1%	0%	0%	F	0.075	0.766	24000	G
	To:	US 1 Jefferson Da												
	From:	SR 120 Glebe	Rd											
120 Ramp	Arlington County	0.12 7700	G								0.112		7700	(
<i>y</i>	To:	I-66 East												
East_	From:	SR 120 Glebe	Rd											
120 Ramp	Arlington County	0.13 4600	G								0.075		4600	C
<u> </u>	To:	I-395 South Colle	ctor Rd											
<u> </u>	From:	SR 120 Glebe												
120 Ramp	Arlington County	0.15 2600	G								0.113		2600	G
	Τα	I-395 Nortl												
Vest	From:	SR 120 TO RT 395 NOR	TH & S	OUTH										
120 Ramp	Arlington County	0.10 NA									NA		NA	
Vest	To: From:	SR 120-W007B TO RT	395 NO	RTH										
120 Ramp	Arlington County	0.10 NA									NA		NA	
		-395-S007X FROM RT 120 W	/EST00-	GLEBE F	RO									
Vest	From:	SR 120-W007A TO RT	395 NO	RTH										
120)Ramp	Arlington County	0.10 NA									NA		NA	
\mathcal{L}	To:	I-395-N FROM RT 120 WEST	Г00- GLI	EBE ROA	D									
	From:	I-81 Fort Chiswell	Exit 80											
121)Max Meadows Rd	Wythe County	1.83 3000	F	96%	1%	1%	0%	2%	0%	С	0.107	0.580	3100	F
\smile	To:	98-1004 Ayer	s St											
	From:	SR 40 Baldkr	nob											
122)	Town of Rocky Mount	0.31 5000	N	97%	0%	1%	1%	1%	0%	Ν	0.083	0.523	5200	Ν
	To	NCL Rocky M	ount											
122 Booker T Washington Hwy	Franklin County	5.68 5000	G	97%	0%	1%	1%	1%	0%	F	0.083	0.523	5200	G
	To:	33-697 Wirtz												

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

_					_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD1	Γ QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	33-697 Wir	tz Rd											
122 Booker T Washington Hwy	Franklin County	1.15 8100	G	97%	0%	1%	1%	1%	0%	F	0.083	0.523	8400	G
\smile	To:	SR 116 Jubal E												
	From:	SR 116 Burnt 0								_				
122)	Franklin County	5.34 9000	Α	97%	0%	1%	1%	1%	0%	С	0.105	0.575	9300	Α
	To: From:	33-636 Lost	Mt Rd											
122)Booker T Washington Hwy	Franklin County	1.31 1400 0) G	97%	0%	1%	0%	1%	0%	С	0.088	0.542	15000	G
\smile	То	33-616 Scrug	oos Rd											
122 Booker T Washington Hwy	Franklin County	3.61 1100 0		97%	0%	1%	1%	1%	0%	С	0.085	0.517	12000	G
122)	To:	Bedford Cour												
	From:	Franklin Cour	-											
122)Moneta Rd	Bedford County	3.77 8100	G	95%	1%	1%	1%	3%	0%	F	0.086	0.531	8500	G
	To:	09-608 Mc	neta											
	From:	09-608 Moneta, Wh												
122)Moneta Rd	Bedford County	2.83 6800	G	95%	1%	1%	1%	3%	0%	F	0.087	0.563	7200	G
	To	09-801 Stony	Fork Rd			\neg \vdash								
122)Moneta Rd	Bedford County	2.09 5400		95%	1%	1%	1%	3%	0%	F	0.087	0.6	5700	G
	To	CD 24 Ctt:11- D.I	Cl.:1. D1.	-1- D.1										
122)Moneta Rd	Bedford County	SR 24 Stewartsville Rd 4.06 5700		95%	1%	1%	1%	3%	0%	F	0.087	0.573	6000	G
122) Worleta Fid	Bedioid County	4.00 3700	G	33 /6	1 /0	1 /0	1 /0	J /6	0 /6	'	0.007	0.573	0000	u
	Tæ. From:	09-747 Joppa												
122)Moneta Rd	Bedford County	3.19 7500	G	95%	1%	1%	1%	3%	0%	С	0.092	0.634	7900	G
<u> </u>	To: From:	SCL Bedf	ford			\neg \vdash								
122)Burks Hill Rd	City of Bedford	0.54 9700	G	96%	1%	1%	1%	2%	0%	С	0.088	0.642	10000	G
	To	110 460	`											
100 (100)	Bedford County	0.50 2100 0		88%	1%	1%	1%	8%	0%	F	0.081	0.559	22000	G
122/(460)	Bedioid County			00 /6	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.001	0.559	22000	u
	To: From:	SCL Bedf												
(122 <i>)</i> (460)	City of Bedford (Maint: 09)	0.94 2100 0		88%	1%	1%	1%	8%	0%	F	0.081	0.559	22000	G
	To:	US 460												
Indopondonos Plyd	City of Bodford	Bus US 460 E		95%	1%	10/	10/	20/	00/	F	0.000	0.502	12000	G
122 Independence Blvd	City of Bedford	1.02 11000) G	95%	170	1%	1%	3%	0%	Г	0.090	0.592	12000	G
	To: From:	Orange												
122 Independence Blvd	City of Bedford	0.29 11000) G	95%	1%	1%	1%	3%	0%	С	0.091	0.576	11000	G
\smile	Τα	Dawn D)r											
122)Independence Blvd	City of Bedford	0.50 9500		95%	1%	1%	1%	3%	0%	F	0.086	0.506	10000	G
122	To:	Longwood						-,-	-,-					-
	From:	Independenc												
122 Longwood Ave	City of Bedford	0.65 5000	G	92%	2%	0%	0%	5%	0%	С	0.135	0.507	5400	G
	To	NCL Bedi	ford											
122)Big Island Hwy	Bedford County	8.08 2900		92%	2%	0%	0%	5%	0%	F	0.087	0.577	3100	G
122 Dig Island I Iwy	Bediord County	09-639 N, Colton		JL /0	۰/۵	U /0	U /0	J /0	U /0	1	0.007	0.577	5100	G

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

				_	Tr	uck			K	Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
Din Island Hose	From:	09-639 N, Coltons M		00/	20/ 20/	F 0/	00/		0.000	0.500	1000	_
122 Big Island Hwy	Bedford County	8.72 1800	G 92%	2%	0% 0%	5%	0%	F	0.090	0.539	1900	G
		US 501 Lee Jackson	Hwy									
Bus	From:	US 460						_				_
122 Crenshaw St	City of Bedford	0.96 4700	G 97%	2%	1% 0%	0%	0%	С	0.097	0.513	5000	C
Bus Bus	To: From:	W Main St										
122)(221)(460)W Main St	City of Bedford	0.19 6200	G 98%	1%	1% 0%	1%	0%	F	0.097	0.533	6600	(
	To:	N Bridge St										
Bus	From:	E Main St						_				
122 (221) (43) N Bridge St	City of Bedford	0.16 5800	G 98%	1%	1% 0%	0%	0%	F	0.093	0.535	6200	C
Bus	To: From:	Bedford Ave										
122)(221) (43) N Bridge St	City of Bedford	0.11 7900	G 98%	1%	1% 0%	0%	0%	С	0.092	0.526	8400	(
$\bigcirc\bigcirc\bigcirc\bigcirc$	To	Peaks St										
Bus Languaged Ave	City of Rodford		000/	10/	19/ 09/	0%	00/	F	0.001	0.545	7000	,
122 221 Longwood Ave	City of Bedford	0.71 7300	G 98%	1%	1% 0% 	0%	0%	Г	0.091	0.545	7800	(
Bus	To: From:	Oakwood St										
122)(221)Longwood Ave	City of Bedford	0.47 9500	G 75%	7%	17% 0%	0%	0%	С	0.092	0.507	10000	(
	То:	Forest Rd										
	From:	US 1 Jefferson Davis										
123 Gordon Blvd	Prince William County	0.61 20000	G 94%	1%	1% 2%	2%	0%	С	0.091	0.624	22000	(
	To	I-95										
123)Gordon Blvd	Prince William County	0.77 43000	G 98%	0%	0% 1%	1%	0%	F	0.082	0.645	46000	(
\smile	To: From:	SCL Occoquan	1									
123)Gordon Blvd	Town of Occoquan (Maint: 76)	0.15 43000	N 98%	0%	0% 1%	1%	0%	Ν	0.082	0.645	46000	1
	Too	76-1203 Commerc										
123)Gordon Blvd	Town of Occoquan (Maint: 76)	0.18 46000	G 98%	0%	0% 1%	1%	0%	F	0.094	0.724	50000	(
123) 301301 2113	To			• , •						•		
(123) Gordon Blvd	Prince William County	NCL Occoquan 0.07 46000	N 98%	0%	0% 1%	1%	0%	NI	0.094	0.724	50000	١
123 GOIDON BIVO	To:	Fairfax County Li		0 /0		1 /0	0 /6	IN	0.094	0.724	30000	ľ
	From:	Prince William Count										
123)Ox Rd	Fairfax County	1.02 44000	F 98%	0%	0% 1%	1%	0%	F	0.089	0.71	47000	F
\smile	To- From:	29-642 Lorton R	łd.									
123)Ox Rd	Fairfax County	6.07 38000	F 98%	0%	0% 1%	1%	0%	F	0.085	0.639	41000	F
120)	To											
Ov. Dd	From	29-645 Burke Lake	A 98%	0%	0% 1%	10/	00/		0.007	0.661	20000	-
123 Ox Rd	Fairfax County	1.86 35000		0%	0% 1%	1%	0%	С	0.087	0.661	38000	,
	From:	29-7100 Fairfax Count 29-7100 Fairfax Count										
123)Ox Rd	Fairfax County	0.65 26000	G 98%	0%	0% 1%	1%	0%	F	0.089	0.79	28000	
(120) 3/110	Taillax Gounty	29-643 Burke Center	J 00/0	J /0	<u> </u>	. /0	0 /0	•	0.000	0.70	_5000	_

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

					_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:	29-643 Burke Cente		000/	00/	22/	40/	10/	00/	_	0.004	0.010	00000	_
123 Ox Rd	Fairfax County	2.13 31000	F	98%	0%	0%	1%	1%	0%	F	0.081	0.610	33000	F
	To: From:	29-620 Braddocl												
123 Ox Rd	Fairfax County	0.71 26000	N	98%	0%	0%	1%	1%	0%	N	0.075	0.558	28000	Ν
	To: From:	SCL Fairfax												
123 Chain Bridge Rd	City of Fairfax	0.47 26000	G	98%	0%	0%	1%	1%	0%	F	0.075	0.558	28000	C
	To: From:	Judicial Dr												
123 Chain Bridge Rd	City of Fairfax	0.26 20000	G	98%	0%	0%	1%	1%	0%	F	0.073	0.573	22000	C
<u> </u>	To: From:	SR 236 Main	St											
123 Chain Bridge Rd	City of Fairfax	0.19 20000	G	98%	0%	0%	1%	1%	0%	F	0.073	0.516	22000	(
<u> </u>	To	Whitehead S	t											
123 Chain Bridge Rd	City of Fairfax	0.10 19000	G	98%	0%	0%	1%	1%	0%	F	0.076	0.599	20000	(
<u> </u>	То	Kenmore Dr												
123)Chain Bridge Rd	City of Fairfax	0.58 21000	G	98%	0%	0%	1%	1%	0%	F	0.074	0.555	22000	(
3	To													
Chain Bridge Rd	City of Fairfax	US 29; US 50 Lea 0.35 36000	G Hwy	98%	0%	0%	1%	1%	0%	F	0.078	0.504	39000	(
123) Orlain Bridge Flu	only of Famax			30 70	0 70	0 70	1 /0	1 /0	0 70	į.	0.070	0.504	03000	
Chain Bridge Dd	Fairfax County	I- 66 NCL Fair		000/	00/	00/	10/	10/	00/		0.077	0.630	27000	,
Chain Bridge Rd	Famax County	3.09 25000	G	98%	0%	0%	1%	1%	0%	Г	0.077	0.638	27000	(
	To: From:	SCL Vienna												
Maple Ave	Town of Vienna	0.07 25000	F	98%	0%	0%	1%	1%	0%	F	0.081	0.627	27000	F
	To: From:	SR 243 Nutley												
Maple Ave	Town of Vienna	1.53 34000	G	98%	0%	0%	1%	1%	0%	F	0.072	0.562	36000	(
<u> </u>	To: From:	Follin Lane												
123 Maple Ave	Town of Vienna	0.50 34000	G	98%	0%	0%	1%	1%	0%	F	0.073	0.763	37000	(
<u> </u>	To: From:	NCL Vienna	ì											
123 Chain Bridge Rd	Fairfax County	0.82 25000	F	99%	0%	0%	0%	0%	0%	F	0.075	0.593	31000	F
	To	SR 7 Leesburg I	Pike											
123)Chain Bridge Rd	Fairfax County	0.87 33000	G	99%	0%	0%	0%	0%	0%	F	0.076	0.658	41000	(
3	To	I-495 Capital Bel												
Dolley Madison Blvd	Fairfax County	0.84 48000	F	99%	0%	0%	0%	0%	0%	F	0.077	0.526	60000	-
123 Seliey Madieen Elva	- amax sounty			0070	0 70		0 70	070	0,0	•	0.077	0.020	00000	
Dolloy Madison Plyd	Foirfox County	SR 267 Dulles Acc 1.20 37000	ress Rd F	99%	0%	0%	00/	0%	00/	F	0.090	0.502	46000	F
Dolley Madison Blvd	Fairfax County			JJ 70	U-70	U 70	0%	U 70	0%	Г	0.090	0.503	46000	Г
	To: From:	SR 309 Old Dominio		0051	051		061	061	001	_	0.65.	2 = 2 :	10005	
Dolley Madison Blvd	Fairfax County	1.93 33000	F	99%	0%	0%	0%	0%	0%	F	0.091	0.534	40000	F
	To: From:	SR 193 Georgetow	n Pike											
123 Chain Bridge Rd	Fairfax County	1.85 29000	Α	99%	0%	0%	0%	0%	0%	С	0.13	0.527	36000	P
\smile	Tor	Arlington County	Line											

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

Route	Jurisdiction			Truck +Axle 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW
(123) Chain Bridge Rd	Arlington County	Fairfax County Line 0.40 12000 G 99% 0%	0%	0% 0%	0%	F	0.098	0.559	15000	G
123)	Τα:	DC Line, Chain Bridge								
North	From:	SR 123 Gordon Blvd								
(123)Ramp	Prince William County	0.37 3100 G					0.155		3100	G
	To:	I-95 North								
North	From:	SR 123 Gordon Blvd								
123 Ramp	Prince William County	0.19 1600 G					0.129		1600	G
	10.	I-95 South								
North	Foirfox County	SR 123 TO RT 66 EAST 0.46 6100 F					0.077		6100	F
123 Ramp	Fairfax County ™	0.46 6100 F SR 123 TO RT 66 EAST	<u> </u>				0.077		6100	Г
N. II	Prom									
North (123) Ramp	Fairfax County	SR 123 TO RT 66 WEST 0.23 6600 G					0.109		6600	G
123/14/11	To:	I-66-W FROM RT 12300- NORTH	Ī				0.103		0000	ч
North	From:	SR 123 TO RT 495 SOUTH								
North 123 Ramp	Fairfax County	0.21 14000 G					0.114		14000	G
123) 1 123)		-495-S From RT 123 North00- Dolley Madison					0.111		1 1000	ŭ
North	From:	SR 123 TO RT 495 NORTH								
(123)Ramp	Fairfax County	0.24 12000 G					0.088		12000	G
120		-495-N From RT 123 North00- Dolley Madison								
South	From:	SR 123 Gordon Blvd								
(123)Ramp	Prince William County	0.23 13000 G					0.128		13000	G
	To:	I-95 North								
South	From:	SR 123 Gordon Blvd								
(123)Ramp	Prince William County	0.18 11000 G					0.093		11000	G
	Τα	I-95 South								
South	From:	SR 123 TO RT 66 EAST								
(123)Ramp	Fairfax County	0.21 3200 G					0.088		3200	G
\bigcup	To:	I-66-E060X FROM RT 12300- SOUTH								
South	From:	SR 123 TO RT 66 WEST								
(₁₂₃)Ramp	Fairfax County	0.47 11000 G					0.126		11000	G
	To:	I-66-W FROM RT 12300- SOUTH								
South	From:	SR 123 TO RT 495 SOUTH								
(123)Ramp	Fairfax County	0.25 9500 G					0.108		9500	G
$\overline{}$	To I	-495-S From RT 123 South00- Dolley Madison								
South	From:	SR 123 TO RT 495 NORTH								
123 Ramp	Fairfax County	0.15 3400 G					0.141		3400	G
<u> </u>	To:	I-485-N From RT 123 South								
	From:	US 29 Lee Hwy				_				
124 Spout Run Pkwy	Arlington County	0.17 15000 G 99% 0%	0%	0% 0%	0%	С	0.097	0.585	16000	G
<u> </u>	Tα	Spout Run Parkway								

5/2/2016

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	SR 10; SR 3	32 Godwin Blvd			27 00.0	017100	TTTQII	Liian		1 40101	1 40101		
(125)Kings Hwy	City of Suffolk		100 G	96%	1%	2%	1%	1%	0%	С	0.091	0.696	3400	G
	To	122 629 (Crittenden Rd											
(125)Kings Hwy	City of Suffolk		570 G	96%	1%	2%	1%	1%	0%	F	0.091	0.696	610	G
125) Kings T wy	Oity of Guildin			30 70	1 /0	270	1 /0	1 /0	0 70	•	0.001	0.000	010	ч
	From:		Ferry Point Rd	000/	40/		40/	10/	00/	_	0.400	2.222	200	_
125 Kings Hwy	City of Suffolk		280 G	96%	1%	2%	1%	1%	0%	F	0.108	0.608	300	G
<u> </u>	From:		ad End Nansemond Rive	nr.										
125)Kings Hwy	City of Suffolk		620 G	96%	1%	2%	1%	1%	0%	F	0.102	0.623	660	G
123) 90 ,	- Canoni			0070	. , ,		. , 0	. , 0	0,0	•	002	0.020		0.
- Kinga I kur	From:		Sleepy Hole Rd	96%	10/		10/	10/	00/	г	0.104	0.000	000	
125 Kings Hwy	City of Suffolk	1.22	830 G	96%	1%	2%	1%	1%	0%	F	0.104	0.626	890	G
	To: From:	133-627 Ben	netts Pasture Rd											
125 Kings Hwy	City of Suffolk	0.48 2	900 G	96%	1%	2%	1%	1%	0%	F	0.091	0.696	3100	G
\smile	Τα	SR 337 Nans	semond Parkway											
	From:	SR 179	Onancock											
126) Fairgrounds Rd	Town of Onancock (Maint: 01)	0.11 3	3200 G	97%	0%	1%	1%	1%	0%	F	0.094	0.525	3200	G
\smile	To	FCL (Onancock			\neg \vdash								
126) Fairgrounds Rd	Accomack County		900 G	97%	0%	1%	1%	1%	0%	С	0.094	0.528	3000	G
120)	Τα:	BUS US	3 13; SR 316											
	From:	West Viro	inia State Line											
127)Bloomery Pike	Frederick County		300 G	94%	1%	1%	1%	4%	0%	С	0.094	0.775	4600	G
127) = 100	То		rederick Pike			Ť	.,.	.,.	-,-	_				-
	From:	SD 163	Wards Rd											
128)Candler Mt Rd	City of Lynchburg		9000 G	91%	2%	1%	2%	4%	0%	F	0.092	0.544	20000	G
128) Sandisi ilitiris	To:	Bus US 29, US 50					270	170	0 70	•	0.002	0.011	20000	ŭ
	From:		501 W	- p- + + - j										
128 501 Candlers Mtn Rd	City of Lynchburg	0.43 40	0000 G	97%	0%	1%	1%	1%	0%	F	0.080	0.513	43000	G
	To:		501 E											
	From:		andlers Mt Rd							_				_
128 Mayflower Dr	City of Lynchburg	1.30 7	'300 G	91%	2%	1%	2%	4%	0%	С	0.092	0.639	7800	G
<u> </u>	To: From:	Odd F	ellows Rd											
128 Mayflower Dr	City of Lynchburg	1.48 2	100 G	95%	1%	1%	3%	1%	0%	С	0.102	0.659	2200	G
\smile	To:	Bus US 501	Campbell Ave											
	From:	US 501 P; Wil	born Ave; Main	St										
129 North Main St	Town of South Boston	0.09 3	300 G	99%	1%	0%	0%	0%	0%	F	0.090	0.799	3600	G
	To	110 50	1 Broad St											
North Main St	Town of South Boston		i400 G	99%	1%	0%	0%	0%	0%	С	0.094	0.586	5700	G
129).1011111111111111111111111111111111111	Town of Godin Boston			00 /0	1 /0	U /0	0 /0	0 /0	0 /0	J	0.007	0.500	5700	u
	To: From:		Hodges St					261						
129 North Main St	Town of South Boston		6400 G	99%	1%	0%	0%	0%	0%	F	0.095	0.51	6800	G
\sim	To:	Edn	nunds St											

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

							Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	Edm	unds St											
129 North Main St	Town of South Boston	0.19 6 9	900 G	99%	1%	0%	0%	0%	0%	F	0.098	0.523	7300	G
\bigcirc	To:	Coll	lege St											
(129)North Main St	Town of South Boston		400 G	99%	1%	0%	0%	0%	0%	F	0.098	0.513	6800	G
\bigcirc	То	Hamil	ton Blvd											
(129)North Main St	Town of South Boston		000 G	99%	1%	0%	0%	0%	0%	С	0.094	0.516	12000	G
	To	NCL So	uth Boston											
129 Old Halifax Rd	Halifax County		6000 G	98%	1%	1%	0%	0%	0%	С	0.101	0.547	16000	G
123)	Τα		Centerville											
	From:	US 11 S I	ee Highway											
130)Wert Faulkner Hwy	Rockbridge County		600 G	95%	0%	1%	1%	3%	0%	F	0.094	0.553	3700	G
1	To	91.750	Valley Rd											
130 Wert Faulkner Hwy	Rockbridge County		400 G	95%	0%	1%	1%	3%	0%	С	0.102	0.506	3600	G
130) Wort Casimilar Timy	- Trockshage edailty			0070	0 70		1 70	070	0 70	Ū	0.102	0.000	0000	ŭ
130 Rockbridge Rd	Town of Glasgow (Maint: 81)		Glasgow 400 N	95%	0%	1%	1%	3%	0%	N	0.102	0.506	3600	N
130 hockbridge ha	Town of Glasgow (Maint. 81)			95%	0%	1 70	1 70	3%	0%	IN	0.102	0.506	3000	IN
	To: From:		Glasgow											
130 Wert Faulkner Hwy	Rockbridge County	0.26 3	500 G	95%	1%	1%	1%	2%	0%	С	0.102	0.506	3500	G
	To: From:	US 501 G	lasgow Hwy											
130 (501) Glasgow Hwy	Rockbridge County		900 G	89%	1%	2%	1%	8%	0%	F	0.1	0.581	2000	G
	To:		County Line											
100 (501)	Amherst County		e County Line 800 G	89%	1%	2%	1%	8%	0%	С	0.096	0.586	1800	G
130 (501)	Annerst County			09 /0	1 /0		1 /0	0 /0	0 /6	C	0.090	0.566	1000	G
	From:		ear Snowden	0.10/	00/		40/	201	00/		0.005	0.004	4500	_
130 Elon Rd	Amherst County	9.45 1 5	500 G	91%	0%	1%	1%	6%	0%	F	0.095	0.631	1500	G
	To: From:		ear Agricola											
130 Elon Rd	Amherst County	4.08 3 :	300 G	91%	0%	1%	1%	6%	0%	С	0.106	0.643	3300	G
<u> </u>	Toe From:	05-65	52 Elon											
130 Elon Rd	Amherst County	3.86 6	100 G	91%	0%	1%	1%	6%	0%	F	0.101	0.648	6200	G
\smile	To: From:	05-679 I	Donigan Dr											
130 Elon Rd	Amherst County		200 G	91%	0%	1%	1%	6%	0%	F	0.087	0.629	7400	G
	To		US 29											
130 Amelon Expressway	Amherst County		600 G	94%	1%	1%	1%	4%	0%	С	0.087	0.629	8800	G
1307 31011 Expressival	, amore county			31/3	1,3		. , ,	. , 0	0 / 0	Ü	0.007	0.020	0000	<u> </u>
Amolon Evprosquay	Amborat County		S 29 300 G	98%	1%	1%	1%	0%	0%	С	0.1	0.625	4400	G
130 Amelon Expressway	Amherst County		300 G 5-669	30%	170	170	I 7/o	U%	U%	C	0.1	0.023	4400	G
	Form													
Wye Wort Foulkpor Hyay	Poolsbridge County		lasgow Hwy	010/	0%	10/	10/	69/	00/	_	0.117	0.62	2200	_
130 Wert Faulkner Hwy	Rockbridge County		200 G	91%	υ%	1%	1%	6%	0%	F	0.117	0.63	2300	G
-		SK 130 Werl	t Faulkner Hwy											

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

						Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QW
	From:	Bus US 460 Confederate Blv											
131 Oakleigh Ave	Town of Appomattox (Maint: 06)	0.22 590 G	99%	0%	0%	0%	0%	0%	F	0.104	0.688	600	G
$\overline{}$	To:	Church St											
131 Church Street	Town of Appomattox (Maint: 06)	Oakleigh Ave 0.09 5100 G	99%	0%	0%	0%	0%	0%	F	0.077	0.508	5200	G
131 John Street	Town of Appointation (Maint. 00)	Main St	JJ /6	0 /6		0 /6	0 /6	0 /6	'	0.077	0.506	3200	G
	From:	Church St											
131 Main St	Town of Appomattox (Maint: 06)	0.14 1300 G	99%	0%	0%	0%	0%	0%	F	0.120	0.672	1300	G
	To:	Court St											
	From:	Main St											
131 Court Street	Town of Appomattox (Maint: 06)	0.61 6800 G	99%	0%	0%	0%	0%	0%	С	0.092	0.531	7000	G
	To:	Bus US 460 Confederate Bly	ď										
Bus Domnlin Dd	Town of Appenditor (Mainty OC)	BUS US 460	000/	00/	10/	10/	10/	00/	N.I	0.000	0.50	12000	N.I.
131 460 Pamplin Rd	Town of Appomattox (Maint: 06)	0.07 13000 N	98%	0%	1%	1%	1%	0%	N	0.089	0.53	13000	N
	From:	US 460/JB-165/STREET/NCL APPO Bus US 460, NCL Appomatto		X									
131)Old Courthouse Rd	Appomattox County	0.52 3600 G	99%	0%	0%	0%	0%	0%	F	0.089	0.527	3700	G
(131)	Τα:	SR 24 Northeast of Appomatt											
	From	SR 199			1								
132 Henry St South	City of Williamsburg	1.77 2900 G	99%	0%	0%	0%	0%	0%	С	0.086	0.574	3100	G
132) 1101119 01 000111	Only of Williamsburg		00 70	0 /0		0 70	0 70	0 70	J	0.000	0.07 4	0100	ď
	From:	Ireland Street						221	_				
132 Henry St South	City of Williamsburg	0.08 3900 G	99%	0%	0%	0%	0%	0%	F	0.086	0.574	4100	G
<u> </u>	From:	SR 5 Henry St; Francis St SR 5											
132) 5 Henry St	City of Williamsburg	0.38 4400 G	99%	0%	0%	0%	0%	0%	F	0.081	0.522	4700	G
132 5 Henry St	To:	FRANCIS ST	33 76	0 70		0 70	0 70	0 70	'	0.001	0.522	4700	а
	From:	Lafayette St											
132 Henry St North	City of Williamsburg	0.44 5500 G	97%	1%	2%	0%	0%	0%	С	0.086	0.562	5800	G
	To	SR 132 Y											
132 N.Henry St	City of Williamsburg	0.16 8000 G	97%	1%	2%	0%	0%	0%	F	0.092	0.613	8500	G
132 14.1101119 01	To:	York County Line	31 /6	1 /0		0 70	0 70	0 70	'	0.002	0.010	0000	ч
	From:	NCL Williamsburg											
132	York County	0.10 15000 G	97%	1%	2%	0%	0%	0%	F	0.092	0.613	16000	G
132	To:	US 60											
	From:	US 60 Bypass Rd											
132)	York County	1.16 8800 G	98%	0%	1%	0%	0%	0%	С	0.082	0.512	9200	G
\smile	To:	SR 143 Merrimac Trail											
Wye	From:	Colonial Parkway											
132	City of Williamsburg	0.29 5500 G	98%	1%	1%	0%	0%	0%	С	0.095	0.575	5800	G
\smile	Τα	SR 132 N.Henry St											
	From:	73-692 W, Kingsville Rd											
(133)Kingsville Rd	Prince Edward County	1.04 2200 G	98%	0%	1%	1%	0%	0%	С	0.092	0.625	2200	G
	T.					-			-	-			
Vingovillo Dd	Drings Edward County	73-692 West of Kingsville	000/	00/		10/	00/	00/		0.000	0.000	4000	
133 Kingsville Rd	Prince Edward County	0.15 4700 G	98%	0%	1%	1%	0%	0%	F	0.092	0.620	4900	G
<u>~</u>	To:	US 15 Kingsville											

5/2/2016

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

								Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	_	-		QC	Factor	QK Factor	AAWDT	QW
	From	US 17 George				00/	00/	00/	00/	00/	_	0.000	0.040	10000	_
134 Hampton Hwy	York County	0.98	17000	G	99%	0%	0%	0%	0%	0%	F	0.086	0.642	18000	G
	To: From:		71 Victory B		000/	00/		00/	00/	00/	_	0.004	0.015	05000	_
134 Hampton Hwy	York County	1.54	24000	G	99%	0%	0%	0%	0%	0%	С	0.094	0.615	25000	G
	To: From:		00 Big Bethel		000/	00/		00/	00/	00/		0.005	0.000	00000	_
134 Hampton Hwy	York County		24000 CL Hampton	G	99%	0%	0%	0%	0%	0%	F	0.095	0.689	26000	G
_	From:		rk County Lir												
134)Magruder Blvd	City of Hampto	on 0.28	22000	G	99%	0%	0%	0%	0%	0%	С	0.104	0.739	23000	G
$\overline{}$	To	Se	mple Farm Ro	d											
134)Magruder Blvd	City of Hampto	on 0.83	26000	G	98%	1%	1%	0%	0%	0%	F	0.093	0.673	27000	G
$\underline{\hspace{1cm}}$	Τα	SR 172	Cmdr Shepar	d Blvd			— —								
134)Magruder Blvd	City of Hampto		29000	G	98%	1%	1%	0%	0%	0%	F	0.091	0.526	31000	G
$\overline{}$	To	Hampton	Roads Cente	er Pkwv											
134)Magruder Blvd	City of Hampto		33000	G	98%	1%	1%	0%	0%	0%	F	0.094	0.544	34000	G
	To:		ardy Cash Dr												
	From:		ardy Cash Rd		000/	40/	10/	00/	00/	00/		0.004	0.544	0.4000	
134 Ramp	City of Hampto		33000	N	98%	1%	1%	0%	0%	0%	N	0.094	0.544	34000	N
	Combined Traffic Estimates for 2 Parallel Ro	•	46000 to Cunningha	M m Dr	98%	0%	1%	0%	0%	0%	N	NA		48000	N
	From:	Капр	I-64	1111111											
134)(134)Ramp	City of Hampton (Ma	aint: 99) 0.10			See	VA 13	4 for dire	ectional	traffic v	olume e	estima	ates for th	nis segment.		
	To:		ROM RT 134												
104	City of Hampton (Ma		4 Magruder I	Blvd	Sc	ا م <u>د</u>	for direc	tional tr	affic vo	luma as	timata	e for this	s segment.		
134 64	Combined Traffic Estimates for 2 Parallel Ro		167000	G	96%	0%	1%	1%	3%	0%		0.078		170000	G
	Tool	<u> </u>				0 70		1 /0	0 /0	0 70	•	0.070	1 0.007	170000	<u> </u>
134) (64) Ramp	From: City of Hampton (Ma	·	SR 134 Mercu	ury Blvc		Pe I-64	for direc	tional tr	affic vo	lume es	timate	es for this	segment.		
134) (64) Ramp	To:	/	B TO RT 258	8 WEST		70 1 0 1		lional ti	u vo		timati	JO 101 11110	o cogmont.		
	From:	I-64-E TO RT 258 E			OULEVA										
134) (64) Ramp	City of Hampton (Ma	•			Se	ee I-64	for direc	tional tr	affic vo	lume es	timate	es for this	segment.		
	To: From:	US 258	FROM I-64	EAST											
134)(258) Mercury Blvd	City of Hampto	on 0.36	61000	G	99%	0%	0%	0%	1%	0%	F	0.084	0.558	62000	G
134/(236)	Too							.,.							
134)(258)Mercury Blvd	City of Hampto		Coliseum Dr 44000	G	99%	0%	0%	0%	1%	0%	F	0.081	0.555	45000	G
134/(238) Morodry Biva	City of Hampto				JJ /0	0 /0		0 /0	1 /0	0 /0	•	0.001	0.555	40000	
Mercury Phys	City of Hampto		2 Cunninghar 52000	m Dr G	99%	0%	0%	0%	1%	0%	F	0.085	0.542	53000	G
134 258 Mercury Blvd	City of Hampto		8; Arminstead		JJ 70	U 70	0 %	U /0	1 70	U 70	r	0.000	0.542	53000	G
	From		58 Mercury E												
134)Armistead Ave	City of Hampto		17000	G	98%	1%	1%	0%	0%	0%	С	0.091	0.522	19000	G
\smile	Τα	Pi	ne Chapel Rd	1											

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:	Pine Chape	l Rd											
134)Armistead Ave	City of Hampton	0.89 19000	G	98%	1%	1%	0%	0%	0%	С	0.099	0.514	20000	G
	To:	I-64; Lasalle	Ave											
A was into a st Avva	From:	I-64		000/	10/	10/	00/	00/	00/	_	0.007	0.007	1 1000	_
Armistead Ave	City of Hampton	0.41 1300 0	G	98%	1%	1%	0%	0%	0%	F	0.097	0.667	14000	G
	T _O . From:	Rip Rap l												
Armistead Ave	City of Hampton	0.38 1200 0	G	98%	1%	1%	0%	0%	0%	F	0.099	0.573	12000	G
<u> </u>	To: From:	SR 351 Pembr	oke Ave											
134)Armistead Ave	City of Hampton	0.27 1100 0	G	99%	1%	0%	0%	0%	0%	С	0.095	0.576	11000	G
\smile	To	Oueen S	t											
134)Armistead Ave	City of Hampton	0.10 1100 0		99%	1%	0%	0%	0%	0%	Ν	0.095	0.576	11000	Ν
134)	To:	US 60 Settlers L												
	From:	SR 134 Armist	ead Ave											
134)Ramp	City of Hampton (Maint: 99)	0.22 15000									0.089		15000	G
104)	To:	I-64 We												
East	From:	Ramp to Cunnir												
134)Ramp	City of Hampton (Maint: 99)	0.10 1100 0		96%	0%	1%	1%	3%	0%	F	0.106		12000	C
134)	To:	I-64 Eas		0070	0 70		. , 0	0,0	0,0	•	000		000	
	From:	SR 134; Hardy Cash Dr;		o Dienay		1								
134)Ramp from I 64 W to SR 134 W	City of Hampton	0.52 1300 0		98%	0%	1%	0%	1%	0%	F	0.092		14000	G
Combined Tr	affic Estimates for 2 Parallel Roadways			98%	0%	1%	0%	0%	0%	N	NA		48000	N
Combined In	Tro	I-64 We		30 /6	0 76	1/0	0 /6	0 /6	0 /6	IN	INA		40000	
	From	US 17 Bridg				_								
135)College Dr	City of Suffolk	0.20 1700 0		98%	1%	0%	0%	0%	0%	F	0.088	0.500	18000	G
135) Goilege Di	Oity of Guilloik			30 70	1 /0	0 /0	0 70	0 /0	0 70	'	0.000	0.500	10000	
O. H D.	From:	SR 164 Western		000/	00/		00/	40/	00/	_	0.000	0.540	40000	
College Dr	City of Suffolk	0.65 17000	G	98%	0%	1%	0%	1%	0%	F	0.093	0.510	18000	G
	To: From:	133-658 Towne	Point Rd											
135 College Dr	City of Suffolk	0.76 2100 0	G	98%	0%	1%	0%	1%	0%	С	0.084	0.596	22000	(
<u> </u>	Τα	I-664				\neg \vdash								
135)College Dr	City of Suffolk	0.59 8200	G	93%	1%	1%	1%	4%	0%	С	0.093	0.633	8700	C
	To:	SR 367 Tidewater Con	nmunity Co	ollege										
lorth	From:	SR 135 TO	I-664											
135)Ramp	City of Suffolk (Maint: 61)	0.37 4200	G								0.096		4200	(
	To:	I-664-W FROM	RT 135											
lorth	From	SR 135 TO	I-664	_					_					
135)Ramp	City of Suffolk (Maint: 61)	0.12 3200	G								0.131		3200	G
	To	I-664-E FROM												
South	From:	SR 135 TO												
135)Ramp	City of Suffolk (Maint: 61)	0.16 1100	G								0.108		1100	G

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

Route	Jurisdiction	Length AADT QA 4T	iro Ruc	Tr	uck		QC	K	QK	AAWDT	- OW
	ourisalction		iie bus	2Axle 3+Axle	1Trail	2Trail	QU	Factor	Factor	AAWDI	Q V V
South 135)Ramp	City of Suffolk (Maint: 61)	TO ROUTE 664 EAST 0.40 1600 G						0.124		1600	G
135)	To.	I-664-E FROM ROUTE 135 SOUTH						0.121		1000	Ğ
	From:	WCL Alberta									
136 Second Ave	Town of Alberta (Maint: 12)	1.17 380 G 94	l% 1%	1% 0%	4%	0%	С	0.113	0.539	390	G
	Тα	US 1 Alberta									
	From:	SR 40 N. Broad St; Main St									
(137)(138)	Town of Kenbridge (Maint: 55)	1.13 4100 G 89	9% 1%	1% 2%	8%	0%	F	0.102	0.515	4200	G
$\underline{\underline{\smile}}$	To: From:	ECL Kenbridge									
(137)(138)	Lunenburg County	0.74 4100 N 89	9% 1%	1% 2%	8%	0%	Ν	0.102	0.515	4200	Ν
	T _G . From:	55-601 Fletcher Chapel Rd									
(137)(138)	Lunenburg County	1.93 3500 G 89	9% 1%	1% 2%	8%	0%	F	0.1	0.502	3600	G
	To:	SR 138 Lafoons Corner									
(137)South Hill Rd	Lunenburg County	4.67 920 G 89	9% 1%	1% 2%	8%	0%	С	0.097	0.546	940	G
	To:	Brunswick County Line									
	Brunswick County	Lunenburg County Line 3.56 760 G 89	9% 1%	 1% 2%	8%	0%	F	0.113	0.590	770	G
137	To:	SR 46 Danieltown	770 I 70	170 270	070	076	Г	0.113	0.590	770	G
	From:	US 1 Mecklenburg Ave									
(138)Union Mill Rd	Town of South Hill	0.38 3600 G 92	2% 1%	1% 1%	5%	0%	F	0.094	0.607	3600	G
130)	Tos		-,-		- 7, -	• , •					
(138)Union Mill Rd	Mecklenburg County	NCL South Hill 2.89 3000 G 92	2% 1%	1% 1%	5%	0%	С	0.096	0.564	3000	G
138) Gilleri Milli Fid	To	Lunenburg County Line	-70 170	170 170	070	0 /0	Ü	0.000	0.004	0000	u
	From:	Mecklenburg County Line									
138 S Hill Rd	Lunenburg County	9.83 2400 G 92	2% 1%	1% 0%	6%	0%	С	0.100	0.552	2400	G
<u> </u>	To: From:	SR 137 Lafoons Corner									
(138)(137)	Lunenburg County	1.93 3500 G 89	9% 1%	1% 2%	8%	0%	F	0.1	0.502	3600	G
	To: From:	55-601									
(138)(137)	Lunenburg County	0.74 4100 N 89	9% 1%	1% 2%	8%	0%	Ν	0.102	0.515	4200	Ν
	To: From:	CL Kenbridge									
(138)(137)	Town of Kenbridge (Maint: 55)	1.13 4100 G 89	9% 1%	1% 2%	8%	0%	F	0.102	0.515	4200	G
	To:	SR 40									
	From:	40-610 CL Jarratt									
(139)Allen Rd	Town of Jarratt (Maint: 40)	0.76 1500 G 93	3% 1%	1% 0%	4%	0%	F	0.095	0.634	1500	G
	To:	Sussex County Line Greensville County Line									
(139) Jarratt Ave	L Town of Jarratt (Maint: 91)	0.23 2200 G 93	3% 1%	1% 0%	4%	0%	С	0.094	0.505	2300	G
	Та										
(139) Jarratt Ave	Town of Jarratt (Maint: 91)	91-646 Kientz Rd; Halifax Rd 0.49 2000 G 93	3% 1%	1% 0%	4%	0%	F	0.096	0.568	2100	G
139/54/14/17/10	To:	US 301 Jarratt	,,0 1/0		770	0 /0	•	5.000	0.000	2100	J

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

						ruck			K	Dir Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus	2Axle 3+Ax	le 1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	SCL Abingdon	- 050/	00/	10/ 10/	00/	00/	_	0.004	0.504	0.1.0.0.0	_
Jonesboro Rd	Town of Abingdon		G 95%	0%	1% 1%	3%	0%	С	0.084	0.504	21000	G
	10:	US 11 Main St										
	From:	US 17 Frederick Blv						_				_
141 George Washington Hwy	City of Portsmouth	0.36 17000 (G 98%	1%	1% 0%	0%	0%	F	0.092	0.711	17000	G
	To: From:	SR 337 Elm Ave										
141 George Washington Hwy	City of Portsmouth	0.48 16000	G 98%	1%	1% 0%	0%	0%	F	0.089	0.741	16000	G
<u> </u>	To: From:	Portsmouth Blvd										
141)Effingham St	City of Portsmouth	0.76 23000	G 98%	1%	1% 0%	0%	0%	F	0.090	0.681	24000	G
<u> </u>	To: From:	I-264										
141)Effingham St	City of Portsmouth		G 98%	1%	1% 0%	0%	0%	F	0.070	0.587	30000	G
	To:	South St										
141)Effingham St	City of Portsmouth		G 98%	0%	 1% 0%	1%	0%	F	0.07	0.568	25000	G
141)	To		-									
141)Effingham St	City of Portsmouth	High St 0.06 20000	G 98%	0%	1% 0%	1%	0%	F	0.07	0.594	21000	G
141 / Lillingham St	City of Fortsmouth	London Blvd	J 30 /0	0 /0	1/6 0/6	1 /0	0 /6	'	0.07	0.554	21000	G
	From:	Effingham St										
141 London Blvd	City of Portsmouth		G 98%	0%	1% 0%	1%	0%	F	0.091	0.747	24000	G
	To	Elm Ave										
141)London Blvd	City of Portsmouth		G 98%	0%	1% 0%	1%	0%	С	0.087	0.752	27000	G
141) = 0.101	To:	M L King Freeway			<u> </u>			_				-
	From:	SR 141 RAMP TO IS	264									
141)Ramp	Norfolk Maintenance Area	0.15 NA	201						NA		NA	
141)		-264-E; 124-99013-E000A FRO	OM RT 141-									
North	From:	SR 141 RO ROUTE 264	WEST									
(141)Ramp	City of Portsmouth (Maint: 64)		G						0.233		2700	G
1		4-W FROM ROUTE 14100- E		ST								
South	From:	SR 141 TO ROUTE 264	WEST									
Ramp	City of Portsmouth (Maint: 64)		G		<u>-</u>				0.132		2200	G
141)		64-W FROM ROUTE 141-EF										
	From:	US 1 Boydton Plank I	2d		Ī							
142)Simpson Rd	Dinwiddie County	•	G 97%	0%	1% 1%	1%	0%	С	0.098	0.615	3400	G
142)	To					.,,		_				-
142)Boydton Plank Rd	City of Petersburg	WCL Petersburg 0.16 3200	G 97%	0%	0% 1%	1%	0%	F	0.101	0.64	3400	G
142 DOYULUTI FIATIK NU	Oity of Fetersburg		G 3/70	U-76	U /0 I %	I 70	U-76	Г	0.101	0.04	3400	G
	From:	Dupuy Rd										
142 Boydton Plank Rd	City of Petersburg	1.24 3400	G 97%	0%	0% 1%	1%	0%	С	0.098	0.609	3600	G
<u>~</u>	To: From:	Rt 604 Halifax Rd										
142 Halifax Rd	City of Petersburg	0.06 5700	G 97%	0%	0% 1%	1%	0%	F	0.087	0.549	6000	G
\smile	To:	CSX RR										

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

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q)
	From	US 2	58 Mercury 1	Blvd			27.0410	0171010	TTTQII	Liidii		1 40101		1 40101		
143)Ingalls Rd	City of Hampton (N		4600	G	99%	0%	0%	0%	0%	0%	С	0.135		0.915	4900	(
	To	Ragin	State Mainte	nance												
143)Mellen St	City of Ham		4600	G	99%	0%	0%	0%	0%	0%	С	0.135		0.915	4900	(
140)	- 															
143)County St	City of Ham	.,	169 Mallory 3200	G	98%	1%	1%	0%	0%	0%	С	0.103		0.738	3400	(
143 Oddiny or	To	: 0.00	I-64	<u> </u>	30 70	1 /0	170	0 70	0 70	0 70	O	0.100		0.700	0400	
	From	r.	Tyler St													
143) 60 Settlers Landing F	Rd City of Ham	pton 0.67	14000	G	97%	1%	1%	1%	0%	0%	F	0.100		0.591	15000	
			Eaton St													
143) 60 Settlers Landing F	Rd City of Ham	pton 0.46	11000	G	97%	1%	1%	1%	0%	0%	F	0.099		0.527	12000	
	To	CD 12	34 Armistead	I A vo												
143) 60 Settlers Landing F	Rd City of Ham		13000	G	97%	1%	1%	1%	0%	0%	С	0.098		0.526	14000	
143 60 Settlers Landing F	To To	'	ecoughtan Re		07.70	1 70		1 70	0 70	0 70	Ū	0.000		0.020	1 1000	
	From		lers Landing													
143) 60 Kecoughtan Rd	City of Ham	pton 0.26	9500	G	97%	2%	1%	0%	0%	0%	F	0.095		0.512	10000	
	_ To	US 6	0 Kecoughtar	n Rd												
143) Victoria Blvd	City of Ham		3200	G	98%	1%	1%	0%	0%	0%	F	0.092		0.566	3400	
	To	-	Lasalle Ave													
143) Victoria Blvd	City of Ham		5700	G	98%	1%	1%	0%	0%	0%	F	0.108		0.535	6100	
143)	To									-,-						
143)Victoria Blvd	City of Ham	· I	owhatan Pkw 5300	G G	98%	1%	1%	0%	0%	0%	С	0.095		0.513	5600	
143) VICIONA BIVO	Oity of Flam		Newport No		90 /6	1 /0		0 /6	0 /0	0 /6	C	0.095		0.515	3000	
	From		VCL Hampton													
143)27th St	City of Newpor	t News 0.35	6100	G	98%	1%	1%	0%	0%	0%	F	0.088		0.561	6500	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.083	F	0.529	NA	
	To		143 Par, 28th													
	From		143 Par, 27th		000/	10/		00/	00/	00/	_	0.405			0000	
143 28th St	City of Newpor		2100	G	96%	1%	2%	0%	0%	0%	-	0.105	_		2200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4500	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.587	4800	•
	To From		Chestnut Ave													
143)28th St	City of Newpor	t News 0.90	1900	G	96%	1%	2%	0%	0%	0%	С	0.077		0.592	2000	•
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3600	G	97%	1%	1%	0%	0%	0%	С	0.081	F	0.775	3800	
	To From	SR	143 Par, 27th	ı St												
143 Jefferson Ave	City of Newpor	t News 0.33	10000	G	96%	1%	2%	1%	0%	0%	С	0.078		0.504	11000	
\smile	To		I-664													
143 Jefferson Ave	City of Newpor	t News 0.61	26000	G	98%	1%	1%	0%	0%	0%	F	0.080		0.554	27000	
170)	5.ty 5. Nonpol					. , •		- / 0	- / 0	- / 0	,				000	
Lofferson Ave	City of November	t News 1.89	50th St 23000	G	98%	1%	10/	0%	Λο/	0%	F	0.093		0.572	24000	
143 Jefferson Ave	City of Newpor		58 Mercury 1		90%	170	1%	U%	0%	U%	Г	0.093		0.572	24000	(

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

				_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q
	From:	Mercury Blvd											
143) (17) Jefferson Ave	City of Newport News	1.31 40000	G 97%	0%	0%	1%	1%	0%	F	0.091	0.592	42000	(
	To: From:	SR 152 Main St											
143) (17) Jefferson Ave	City of Newport News	1.69 39000	G 97%	1%	1%	1%	1%	0%	С	0.087	0.582	41000	(
	T _C	SR306 Harpersville I	Rd										
143) (17) Jefferson Ave	City of Newport News	1.12 48000	G 97%	0%	0%	1%	1%	0%	F	0.083	0.537	51000	
	Τα:	J Clyde Morris Blvo											
1-# A	From:	US 17; J Clyde Morris		40/	40/	00/	00/	00/	_	0.00	0.505	05000	
Jefferson Ave	City of Newport News	1.11 34000	G 98%	1%	1%	0%	0%	0%	С	0.08	0.505	35000	
	T _O . From:	Middle Ground Blv											
Jefferson Ave	City of Newport News	1.29 49000	G 98%	1%	1%	0%	0%	0%	F	0.078	0.565	51000	
<u> </u>	To: From:	SR 171 Oyster Point	Rd										
143)Jefferson Ave	City of Newport News	0.73 53000	G 98%	1%	1%	0%	0%	0%	F	0.084	0.537	55000	
\smile	To:	I-64											
143)Jefferson Ave	City of Newport News		G 98%	1%	1%	0%	0%	0%	F	0.083	0.54	79000	
. 10)	To	Bland Blvd											
143 Jefferson Ave	City of Newport News		G 98%	1%	1%	0%	0%	0%	F	0.085	0.562	57000	
143)00110130117100	ony of Newport News			1 /0	170	070	0 70	0 /0	•	0.000	0.002	07000	
Laffaraan Ava	City of Novembert Nove	SR 173 Denbigh Blv		1%	10/	00/	00/	0%	С	0.100	0.605	20000	
Jefferson Ave	City of Newport News	0.84 34000	A 98%	1%	1%	0%	0%	0%	C	0.109	0.635	36000	
	To: From:	Richneck Rd											_
Jefferson Ave	City of Newport News	2.19 28000	G 98%	1%	1%	0%	0%	0%	F	0.096	0.56	29000	
<u> </u>	To- From:	SR 105 Ft Eustis Blv	⁄d										
Jefferson Ave	City of Newport News	2.55 11000	G 98%	0%	1%	1%	1%	0%	С	0.151	0.728	11000	
<u> </u>	To	Yorktown Rd											
Jefferson Ave	City of Newport News		G 98%	0%	1%	1%	1%	0%	F	0.126	0.656	17000	
	To:	James City County Li	ine										
	From:	NCL Newport New							_				
Merrimac Trail	James City County		G 98%	0%	1%	1%	1%	0%	F	0.11	0.67	11000	
	From:	York County Line James City County Li	ine										_
143)Merrimac Trail	York County		G 98%	0%	1%	1%	1%	0%	F	0.105	0.503	18000	
143)	To:	James City County Li		0,0		. 70	. , 0	0,0	•	01.00	0.000	.0000	
	From:	York County Line											
Merrimac Trail	James City County	1.12 15000	G 98%	0%	1%	1%	1%	0%	F	0.095	0.507	16000	
<u> </u>	To:	York County Line											
Marriaga Trail	Youls County	James City County Li		00/	10/	10/	10/	00/	F	0.000	0.510	7000	
Merrimac Trail	York County	0.76 7300	G 98%	0%	1%	1%	1%	0%	F	0.089	0.512	7800	
	To: From:	ECL Williamsburg											_
Merrimac Trail	City of Williamsburg		G 98%	1%	1%	0%	0%	0%	С	0.104	0.581	7200	
\smile	To	SR 5 Capital Landing	Rd		1								

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

Route	Jurisdiction	Length AADT	04	4Tire	Duo		Tru	ck		QC	K	QK	Dir	AAWDT	OW
noute	Junsuiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
143 Merrimac Trail	City of Williamsburg	SR 5 Capital Land 0.37 8800	ing Rd G	99%	0%	0%	0%	0%	0%	С	0.104		0.564	9300	G
143 Merrinac Haii	Tac	York County L		33 /o	0 /6	0 /8	0 /6	0 /6	0 /6	C	0.104		0.304	9300	G
	From:	NCL Williamst													
143 Merrimac Trail	York County	0.22 8900	G	99%	0%	0%	0%	0%	0%	F	0.091		0.542	9100	G
	To: From:	SR 132													
143 Merrimac Trail	York County	0.60 18000	G	99%	0%	0%	0%	0%	0%	F	0.084		0.515	19000	G
	To: From:	I-64													
143 Merrimac Trail	York County	0.24 2600	G	99%	0%	0%	0%	0%	0%	F	0.118		0.925	2700	G
	To:	Camp Peary Mair													
	From:	SR 143 TO ROUTE 6	664 EAST								NI A			N.1.A	
143 Ramp	City of Newport News (Maint: 99)) 0.09 NA									NA			NA	
	From:	SR 143- 9B TO 35TH	I STREET	Γ											
143 Ramp	City of Newport News (Maint: 99)	0.39 NA 121-7006-E000B FROM 3	ATH CT	PET							NA			NA	
	From:	121-7006-E000B FROM 3													
(143)Ramp	City of Newport News (Maint: 99)		G								0.117			6400	G
	To:	I-664-E													
	From:	SR 143- 9A TO 35TH		Γ											
143 Ramp	City of Newport News (Maint: 99)		G								0.097			5000	G
	100	I-664-E005A FROM JEFFEI		/ENUE											
Romp	City of Newport News (Maint: 99	SR 143 TO I-64 0.14 5100	West G								0.1			5100	G
143 Ramp	· · · · · · · · · · · · · · · · · · ·	1-64-W FROM RT 143-JEFFE		VENUE							0.1			3100	G
	From:	SR 143 TO I-64 V				1									
(143)Ramp	City of Newport News (Maint: 99)		G								0.121			3000	G
		I-64-W RAMP FR RT 143 F	ROM RT	14300-											
	From:	SR 143 TO I-64 I	EAST												
(143)Ramp	City of Newport News (Maint: 99)		G								0.112			2100	G
	To: I-	64-E FROM RT 14300- JEFF	ERSON	AVENUE	l .										
	From:	FR-137 SR 143 TO I-													
143 Ramp	York County	0.19 4500 I-64-E FROM R	G T 142								0.088			4500	G
NI - add-	From-														
North (143) Ramp	City of Newport News (Maint: 99	SR 143 TO I-64 I 0.13 2800	G G								0.1			2800	G
140)		64-E FROM RT 143 NORTH		ERSON A	1						J.,			_500	J
North	From	SR 143 TO I-64 V												· ·	
(143)Ramp	City of Newport News (Maint: 99)) 0.19 5300	G								0.085			5300	G
$\overline{}$	To: I-6	64-W FROM RT 143 NORTH	I-JEFFER	SON AV	Е										
North	From:	SR 143 TO I-64 V													
143 Ramp	York County	0.16 2600	G								0.106			2600	G
<u> </u>	Tα	I-64-W FROM RT 14	3 NORTI	ı											

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

Route	Jurisdictio	on Len	gth AADT	QA	4Tire	Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South 143 Ramp	City of Newport New			G	DSON AN	/E						0.090			16000	G
South 143 Ramp	From: City of Newport New To:	S	R 143 TO I-64	WEST G								0.083			2200	G
South 143 Ramp	York Cour	s nty 0.2	R 143 TO I-64	WEST G								0.221			350	G
143 27th St	City of Newpor Combined Traffic Estimates for 2 Parallel	t News 0.4	SR 143; 28t		98% 98%	0% 1%	1% 1%	0% 0%	0% 0%	0% 0%	C F	0.094 0.087	F	0.587	2500 4800	G G
143)27th St	City of Newpor Combined Traffic Estimates for 2 Parallel			G G	98% 97%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	C C	0.09 0.081	F	0.775	1800 3800	G G
143 Jefferson Ave	City of Newpor Combined Traffic Estimates for Parallel		27th St 05 1700	N	98%	1%	1%	0%	0%	0%	N	0.09 NA			1800 NA	N
144 Temple Ave	Prince George	County 1.9		F	99%	0%	0%	0%	0%	0%	F	0.099		0.546	28000	F
144 Temple Ave	To Fronce George To:	County 0.5	4-645 Puddled 59 33000 hesterfield Cou	Α	99%	0%	0%	0%	0%	0%	С	0.099		0.546	35000	Α
144 Temple Ave	Chesterfield C	County 0.1		Α	99%	0%	0%	0%	0%	0%	С	0.099		0.546	35000	Α
144 Temple Ave	City of Colonial			F	99%	0%	0%	0%	0%	0%	F	0.1		0.702	30000	F
144 Temple Ave	City of Colonial	Heights 0.3	Conduit F 37 34000 I-95		99%	0%	0%	0%	0%	0%	F	0.085		0.546	35000	F
144 Temple Ave	City of Colonial	Heights 0.5			99%	0%	0%	0%	0%	0%	F	0.080		0.552	26000	F
144 1 301 Boulevard	City of Colonial	Heights 0.7		F	99%	0%	0%	0%	0%	0%	F	0.09		0.530	24000	F
144 1 301 Boulevard	City of Colonial	Heights 0.1		F	99%	0%	0%	0%	0%	0%	F	0.088		0.517	25000	F
144 1 301 Boulevard	City of Colonial	Heights 0.1		F	99%	0%	0%	0%	0%	0%	F	0.091		0.501	29000	F

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

e 1Trail 0% 0% 0% 0% 0% 1% 0%	2Trail 0% 0% 0% 0% 0% 0% 0%	F C C C C	0.093 0.09 0.093 0.087 0.095 0.090	QK Factor	30000 24000 10000 9000 12000 34000	G F F F
0% 0% 0% 0%	0% 0% 0% 0%	F C C	0.09 0.093 0.087 0.095	0.558 0.574 0.56 0.586 0.562	24000 10000 9000 12000	F F F
0% 0% 0% 0%	0% 0% 0% 0%	F C C	0.09 0.093 0.087 0.095	0.558 0.574 0.56 0.586 0.562	24000 10000 9000 12000	F F F
0% 0% 0% 1%	0% 0% 0%	C C C	0.093 0.087 0.095 0.090	0.574 0.56 0.586 0.562	10000 9000 12000	F F
0% 0% 0% 1%	0% 0% 0%	C C C	0.093 0.087 0.095 0.090	0.574 0.56 0.586 0.562	10000 9000 12000	F F
0%	0% 0% 0%	C C F	0.087 0.095 0.090	0.56 0.586 0.562	9000	F
0%	0% 0% 0%	C C F	0.087 0.095 0.090	0.56 0.586 0.562	9000	F
0%	0%	C F	0.095	0.586 0.562	12000	F
0%	0%	C F	0.095	0.586 0.562	12000	F
1%	0%	F	0.090	0.562		
1%	0%	F	0.090	0.562		
					34000	F
					34000	•
0%	0%	С	0.099			
0 76	0 76	O	0.033	0.616	12000	F
				0.010	12000	•
1%	0%	С	0.088		15000	G
1%	0%	С	0.083		7400	G
1%	0%	С	0.11		5900	G
00/	n o/	_	0.12	0.620	0200	F
0 /6	0 /6	O	0.13	0.029	9200	'
Nº/-	Nº/-	F	0.102	0.670	25000	F
0 /6	0 /6	'	0.102	0.070	23000	'
Nº/-	Nº/-	F	0.110	0.683	6200	F
0 /6	0 /6	'	0.119	0.003	0200	'
0%	0%	F	0.114	0.724	33000	G
			NA		NA	
		_	0.000	0.500	0.4000	_
00/	00/	г	บ.บชช	0.533	34000	F
	0%	0% 0%	0% 0% F 0% 0% F 0% 0% F	0% 0% F 0.102 0% 0% F 0.119 0% 0% F 0.114	0% 0% F 0.102 0.670 0% 0% F 0.119 0.683 0% 0% F 0.114 0.724 NA	0% 0% F 0.102 0.670 25000 0% 0% F 0.119 0.683 6200 0% 0% F 0.114 0.724 33000 NA NA

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

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		711 Robious	s Rd												
147)Huguenot Rd	Chesterfield County	3.08	42000	G	99%	0%	0%	0%	0%	0%	С	0.093		0.592	45000	C
$\stackrel{\smile}{=}$	To: Front	20-	678 Buford	Rd												
147 Huguenot Rd	Chesterfield County	0.59	35000	F	99%	0%	0%	0%	0%	0%	F	0.095		0.588	38000	F
<u> </u>	To: From:	S	CL Richmon	nd												
147 Huguenot Rd	City of Richmond	0.10	35000	N	99%	0%	0%	0%	0%	0%	Ν	0.095		0.588	38000	١
\smile	To From	SR 150	Chippenhai	m Pkwy			\neg \vdash									
147)Huguenot Rd	City of Richmond	1.24	25000	F	99%	0%	0%	0%	0%	0%	С	0.099		0.581	27000	F
	Tot	N	CL Richmon	nd			<u> </u>									
147)Huguenot Rd	Chesterfield County	0.38	33000	G	99%	0%	0%	0%	0%	0%	F	0.099		0.581	35000	(
\bigcirc	To- From	Huguen	ot Memoria	1 Bridge												
147 Huguenot Rd	Henrico County	0.45	26000	G	99%	0%	0%	0%	0%	0%	С	0.094		0.59	28000	(
	To	13	7506 River	D.d												
147)River Rd	Henrico County	0.02	25000	N	99%	0%	0%	0%	0%	0%	Ν	0.085		0.547	27000	ı
147)	то	W	CL Richmo	n d												
147)River Rd	City of Richmond	0.68	25000	F	99%	0%	0%	0%	0%	0%	F	0.085		0.547	27000	
147) 1.1101 1.10	Tol					0 70		0 70	070	0 70	·	0.000		0.017	27000	
147)Cary St	City of Richmond	0.16	nree Chopt I 20000	F.	99%	0%	0%	0%	0%	0%	F	0.078		0.583	21000	
147 Odry Ot	Oity of File Inford	0.10			33 76	0 70		0 70	0 70	0 70	•	0.070		0.505	21000	
147)Cary St	City of Richmond	1.10	Libbie Ave 15000	F	99%	0%	0%	0%	0%	0%	С	0.079		0.505	16000	
147 Cary St	City of Alcilliona				99%	U-76	0%	076	0%	0%	C	0.079		0.505	16000	
004	Other of Disharana d		estmoreland		000/	00/		00/	00/	00/		0.007			10000	
147)Cary St	City of Richmond	0.83	15000	F	99%	0%	0%	0%	0%	0%	F	0.087			16000	
	From		Thompson S													
147)Cary St	City of Richmond	0.77	9200	F	99%	0%	0%	0%	0%	0%	F	0.084	_		10000	!
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	19000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.569	21000	
	To: From:		161 Boulev				□ -									
147 Cary St	City of Richmond	1.59	10000	F	99%	0%	0%	0%	0%	0%	F	0.087	_		11000	
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	21000	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.761	23000	
	To From:	-	JS 301 Belv													
147 Cary St	City of Richmond	0.81	7000	F	99%	0%	0%	0%	0%	0%	F	0.141			7600	
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this			F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.692	18000	
	110.		JS 60, 9th S													
Domn	City of Distance and (Marinty 40)		R 147 Cary	St G								0.104			4700	
147 Ramp	City of Richmond (Maint: 43)	0.09	4700 I-195 South									0.184			4700	(
	Front															
147)Thompson St	City of Richmond	0.07	Cary St 14000	F	99%	0%	1%	0%	0%	0%	F	0.086		0.759	15000	
147 Monipson St	Combined Traffic Estimates for 2 Parallel Roadways on this			F	99%	0%	0%	0%	0%	0%	F	NA		0.755	25000	
	Ta:		Ellwood Ave		JJ /6	0 /0	- 70	U /0	0 /0	0 /0	1	14/7			25000	'

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							Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:				000/	00/	10/	00/	00/	00/	_	0.000			44000	
•	-									-		_	0.500		F
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	19000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.569	21000	F
To From:						<u> </u>									
•												_			F
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: From:															
,										-					F
Combined Traffic Estimates for 2 Parallel Roadways				99%	0%	0%	0%	0%	0%	F	0.092	F	0.692	18000	F
To:	US	S 60 P, 8th S	St												
From:		I-77													
Carroll County				95%	0%	1%	1%	3%	0%	С	0.08		0.504	3300	G
100															
From:															_
Carroll County			G								0.085			750	G
10.															
From:											0.000			1700	_
Carroll County			G								0.089			1700	G
City of Virginia Pageh				000/	00/	10/	10/	00/	09/	0	0.004		0.514	14000	F
Ta Ta				96%	0%	1%	170	0%	0%	C	0.084		0.514	14000	Г
Franc			Ku			1									
Henrico County			G	98%	0%	1%	0%	1%	0%	F	0 101		0.515	40000	G
Thermico Godiny				30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	•	0.101		0.515	40000	ч
To:				000/	00/		00/	40/	00/		0.400		0.507	44000	
City of Richmond	1.51	41000	F	98%	0%	1%	0%	1%	0%	F	0.100		0.567	44000	F
To: From:															
City of Richmond	1.36	42000	F	98%	0%	1%	0%	1%	0%	F	0.107		0.516	46000	F
To: From:	Fo	orest Hill Av	'e												
City of Richmond	0.46	52000	F	98%	0%	1%	0%	1%	0%	F	0.104		0.531	56000	F
To	EC	CL Richmon	ıd												
Chesterfield County	0.50	52000	F	98%	0%	1%	0%	1%	0%	F	0.104		0.531	56000	F
То	SR 70	6 Powhite P	lewy												
Chesterfield County				98%	0%	1%	0%	1%	0%	F	0.106		0.691	74000	F
то							- , -								
Chasterfield County				98%	0%	1%	N%-	1%	0%	F	0 103		U 603	74000	F
Onesterned County				JU /0	U /0	1 /0	0 /0	1 /0	0 /6	'	0.100		0.030	7 7000	•
To: From:				0051	0-1		00'	461	000		0.4.5		0.500	05000	
Chesterfield County	1.67	78000	F	98%	0%	1%	0%	1%	0%	F	0.110		0.536	85000	F
	City of Richmond Combined Traffic Estimates for 2 Parallel Roadways City of Richmond Combined Traffic Estimates for 2 Parallel Roadways City of Richmond Combined Traffic Estimates for 2 Parallel Roadways To From Carroll County To From Carroll County To Carroll County To From City of Virginia Beach To From City of Richmond Chesterfield County Chesterfield County Chesterfield County Chesterfield County Chesterfield County Chesterfield County	City of Richmond 0.77 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Town	City of Richmond Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000	City of Richmond City of Ric	Thompson St	City of Richmond 0.77 10000 F 99% 0%	Durisdiction Length AADT QA 4 Tire Bus 2 Axis	Section Length AADT QA 4 Tire Bus 2Axle 3+Axle Bus City of Richmond 0.77 10000 F 99% 0% 0% 0% 0% 0% 0% 0	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	City of Richmond 0.77 10000 F 99% 0% 1% 0% 0% 0% 0% 0% 0	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000 F 99% 0% 1% 0% 0% 0% 0% 0% 0	Second Company Compa	Section Company Comp	Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000 F 99% 0% 0% 0% 0% 0% 0% 0	March Length Abr Cal Abr Cal Abr Cal
Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	US 360 Hull Street	Rd											
Chippenham Pkwy	Chesterfield County	2.59 81000	F	98%	0%	1%	0%	1%	0%	F	0.102	0.522	88000	F
	To: From:	SR 10 Iron Bridge I	Rd			<u> </u>								
150)Chippenham Pkwy	Chesterfield County	0.94 66000	F	98%	0%	1%	0%	1%	0%	F	0.095	0.537	72000	F
	To	20-637 Hopkins R	Rd			— —								
150)Chippenham Pkwy	Chesterfield County		Α	98%	0%	1%	0%	1%	0%	С	0.095	0.537	66000	A
	To	US 1 Jefferson Davis	Hwv											
150 Chippenham Pkwy	Chesterfield County	1.35 62000	F	98%	0%	1%	0%	1%	0%	F	0.092	0.554	67000	
	To:	I-95												
=ast	From:	SR 150 E, SR 895	E											
150)Ramp	Chesterfield County		F	98%	0%	1%	0%	1%	0%	F	0.105		26000	- 1
\mathcal{L}	Tox	SR 895 W Exit A Ra	amp			<u> </u>								
East	Chesterfield County		G	98%	0%	1%	0%	1%	0%	F	0.088		2400	(
150 Ramp	Tro:	I-95 South	G	90 /0	0 /6		0 /6	1 /0	0 /6	•	0.000		2400	•
	From:	SR 150 W, SR 895	. 117			1								
Ramp	Chesterfield County	0.55 24000	F	98%	0%	1%	0%	1%	0%	F	0.103		26000	
Ramp	and started deality			0070	0 70		0 /0	1 /0	0 70	•	0.100		20000	
Pamp	Chesterfield County	I-95 North Exit 67B R 0.24 14000	Ramp G	98%	0%	1%	0%	1%	0%	F	0.14		14000	(
150 Ramp	To:	I-95 South	ч	30 /6	0 70	1 /8	0 /6	1 /0	0 76	'	0.14		14000	`
	From:	US 29 N Amherst H	Iww											
151)Patrick Henry Hwy	Amherst County		G	95%	0%	1%	3%	1%	0%	С	0.089	0.59	2200	(
, ,	To:	Nelson County Lin	ne											
	From:	Amherst County Li												
151)	Nelson County	1.46 2000	G	95%	1%	1%	1%	2%	0%	С	0.102	0.519	1900	(
	To: From:	SR 151 Y North of Pine												
151)	Nelson County	0.21 1700	G	92%	1%	2%	3%	2%	0%	F	0.101	0.505	1600	(
<u> </u>	To: From:	S SR 56												
151)(56) Patrick Henry Hwy	Nelson County	2.56 2000	G	92%	1%	2%	3%	2%	0%	С	0.099	0.556	1900	(
	To: From:	N SR 56												
151)Patrick Henry Hwy	Nelson County	2.30 1700	G	97%	1%	1%	1%	1%	0%	F	0.104	0.505	1500	(
<u> </u>	To:	62-666 Woodson R												
151)Patrick Henry Hwy	Nelson County	62-666 Jonesboro F 8.09 1500	Rd G	97%	1%	1%	1%	1%	0%	F	0.098	0.739	1400	(
151 Faulck Helly Hwy	Neison County			9170	1 70	1 70	1 70	1 70	0%	Г	0.096	0.739	1400	,
	From:	62-664 Beach Grove		070/	40/		10/	10/	00/		0.000	0.510	4000	
Rockfish Valley Hwy	Nelson County	5.52 4700	G	97%	1%	1%	1%	1%	0%	С	0.088	0.513	4300	(
	To: From:	SR 6 River Rd												
151)(6)	Nelson County	6.22 8400	G	93%	1%	1%	1%	4%	0%	С	0.088	0.558	7800	(
<u> </u>	To: From:	SR 6 Avon												
151)	Nelson County		G	93%	1%	1%	1%	4%	0%	F	0.086	0.610	8700	(
\smile	Tα	Albemarle County L	Line											

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						Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From	Nelson County Line											
151 Critzers Shop Rd	Albemarle County (Maint: 62)		93%	1%	1%	1%	4%	0%	F	0.085	0.628	9200	G
	10:	US 250 Rockfish Gap Rd											
Wye	From:	SR 151											
151)Tye Brook Hwy	Nelson County		95%	2%	1%	1%	1%	0%	С	0.106	0.6	930	(
<u> </u>	Τα	SR 56											
	From:	US 60 Warwick Blvd											
152 Main St	City of Newport News	0.41 12000 G	98%	0%	1%	1%	0%	0%	С	0.090	0.558	12000	(
	To: Feogra	US 17, SR 143 Jefferson Ave			\neg \vdash								
152 Main St	City of Newport News	0.56 8900 G	99%	0%	0%	0%	0%	0%	С	0.097	0.54	9400	(
	To:	WCL Hampton											
	From:	ECL Newport News							_				
₁₅₂)Todds Lane	City of Hampton	1.21 18000 G	99%	1%	0%	0%	0%	0%	С	0.093	0.519	20000	(
<u> </u>	To: From:	Big Bethel Rd											
152 Todds Lane	City of Hampton	1.03 14000 G	99%	1%	0%	0%	0%	0%	F	0.096	0.576	15000	(
	To:	Aberdeen Rd											
152)Todds Lane	City of Hampton		99%	1%	0%	0%	0%	0%	С	0.099	0.508	22000	(
152) 10000 20110	Oity of Flampion		0070	1 70		0 70	0 70	0 70	J	0.000	0.000	22000	`
	From:	Mag-Cunningham Connector	000/	10/		00/	00/	00/	_	0.000	0.510	22222	
152 Cunningham Dr	City of Hampton	0.59 20000 G	99%	1%	0%	0%	0%	0%	F	0.098	0.510	22000	(
	To: From:	Coliseum Dr											
(152)Cunningham Dr	City of Hampton		99%	1%	0%	0%	0%	0%	С	0.100	0.552	11000	(
\smile	To:	US 258, SR 134 Mercury Blvd											
	From:	US 460 Colonial Trail											
153 Rocky Hill Rd	Nottoway County	6.52 2600 G	89%	1%	1%	1%	9%	0%	С	0.097	0.527	2700	C
\smile	To:	Amelia County Line											
	From:	Nottoway County Line							_			.=	_
153 Military Rd	Amelia County	4.70 2600 F	95%	0%	0%	1%	4%	0%	F	0.089	0.55	2700	F
<u> </u>	To: From:	04-708 Cralles Rd											
153 Military Rd	Amelia County	3.01 4100 F	95%	0%	0%	1%	4%	0%	С	0.093	0.598	4200	F
\smile	Τα	SR 38 Five Forks Rd			\neg \sqsubseteq								
153)Military Rd	Amelia County		95%	0%	0%	1%	4%	0%	F	0.086	0.617	4700	F
1997	T-1												
Military Pd	Amelia County	04-628 Butlers Rd 1.67 4300 F	95%	0%	00/	1%	4%	0%	F	0.085	0.620	4500	F
153 Military Rd	Amelia County	1.67 4300 F US 360 Patrick Henry Hwy	95%	0%	0%	170	4%	0%	Г	0.085	0.620	4500	Г
													_
C Durant Dd/C Outlin Acco	From:	I-64 Covington	000/	10/	10′	10/	10/	00/	_	0.000	0.500	10000	_
154 S Durant Rd/S Craig Ave	City of Covington (Maint: 03)	0.75 11000 G	98%	1%	1%	1%	1%	0%	С	0.088	0.593	12000	G
<u>~</u>	To: From:	Chestnut Street											
154 Craig Ave	City of Covington	0.56 5200 G	99%	0%	0%	0%	0%	0%	С	0.096	0.688	5500	C
\smile	To	Locust Street											

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Devite	loods all also	Laurette AADS	- 01	4	D		Tru	ıck		00	K	ا مر	Dir ,	AMDT	014
Route	Jurisdiction	Length AAD 1	I QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fa	ctor	AAWDT	QW
	From:	Lexington A		200/	40/		40/	40/	201	_	0.400	•	0.4.0	2222	
154 E Riverside St	City of Covington	0.28 3000) G	98%	1%	1%	1%	1%	0%	С	0.103	0.	616	3200	G
	To: From:	Monroe Av		050/	40/		40/	100/	00/		0.000		004	5000	
154 E Riverside St	City of Covington	0.24 4900) G	85%	1%	1%	1%	13%	0%	С	0.096	0.	631	5200	G
	To: From:	Magazine A													
154 East Hickory St	City of Covington	0.09 1100		85%	1%	1%	1%	13%	0%	F	0.098	0.	719	1200	G
	<u>.</u>	Alleghany A													
Pomp	City of Covington (Maint: 03)	SR 154-S000A; 107-3605 0.11 2900		ROM RT							0.097			2900	G
154 Ramp		U.11 2900 I-64-E FROM RT 154SOU		I ID A NIT I	D						0.097			2900	G
	From:				N.										_
154)Ramp	City of Covington (Maint: 03)	SR 154 I-64-W014A TO 0.16 1000		1 15 64							0.128			1000	G
154) (1611)	To:	I-64-W FROM RT 154N		SOUTH		1					0.120			1000	ď
South	From	SR 154 TO I-6													
154)Ramp	City of Covington (Maint: 03)	0.04 1500									0.107			1500	G
1049	To:	SR 154- A; 107-3605-N		OM RT											
	From:	SR 5 John Tyler M	lemorial Hy	vy											
155)Courthouse Rd	Charles City County	3.67 1500		96%	1%	1%	1%	1%	0%	F	0.099	0.	539	1500	G
	To	18-612 Ruthy	ville Rd			<u> </u>									
155)Courthouse Rd	Charles City County	1.61 1600		96%	1%	1%	1%	1%	0%	С	0.087	0.	566	1600	G
	_	18-614 Sturgeon													
155)Courthouse Rd	Charles City County	1.14 2900		96%	1%	1%	1%	1%	0%	F	0.087	0.	566	3000	G
133)	To:	New Kent Cou			.,,	TÎ.	.,.	.,.		-					
	From:	Charles City Co													
155)	New Kent County	1.09 2900) N	96%	1%	1%	1%	1%	0%	Ν	0.084	0.	545	3000	N
	To: From:	US 60 Pocahor													
155)N Courthouse Rd	New Kent County	3.83 2900	G	96%	1%	1%	1%	1%	0%	F	0.086	0.	548	3000	G
<u> </u>	To: From:	I-64													
155 Courthouse Rd	New Kent County	2.19 2100	G	97%	0%	1%	1%	1%	0%	С	0.097	0	.53	2200	G
	To:	SR 249 New K	Kent Hwy												
	From:	SR 155 I-64-E214A FR		IS 64											
155 Ramp	New Kent County	0.24 1100									0.115			1100	G
<u> </u>	10:	I-64-E FROM													
	From:	SR 155 I-64-W214A FI) IS 64							0.445			0000	_
155 Ramp	New Kent County	0.26 2000									0.145			2000	G
	10.	I-64-W FROM													
Prince Cooree Dr	Prince George County	SR 35 Courtl		91%	2%	3%	10/	20/	00/	_	0.001	0	5 07	2200	_
156 301 Prince George Dr	Finice George County	0.17 2100		91%	۷%	<u>3</u> %	1%	3%	0%	F	0.091	0.	527	2200	G
	To: From:	US 301 Cra				}_									_
156) Prince George Dr	Prince George County	4.09 1800		91%	2%	3%	1%	3%	0%	С	0.097	0.	747	1900	G
<u> </u>	To:	74-626 Tave	ern Rd												

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							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
	From:	74-626 Tav												
Prince George Dr	Prince George County	3.07 2200) G	91%	2%	3%	1%	3%	0%	F	0.108	0.769	2300	G
\smile	To: From:	US 460 West of	Disputanta											
156)Prince George Dr	Prince George County	5.73 5200) G	89%	3%	2%	1%	5%	0%	С	0.12	0.591	5500	(
\smile	Tα	SR 106 Courthouse Ro	1· Bynass S	R 156										
156)Prince George Dr	Prince George County	0.89 8300		96%	1%	1%	1%	1%	0%	С	0.089	0.522	8800	(
3	To	74 (74)	C: : D.1											
Prince George Dr	Prince George County	74-674 Mount 2.24 880 0		96%	1%	1%	1%	1%	0%	F	0.096	0.511	9400	
156 Fillice George Di	Finice George County	2.24 0000	, G	90%	1 70	1 70	170	1 70	0%	Г	0.096	0.511	9400	
	To: From:	SCL Hope												
Arlington Rd	City of Hopewell	0.56 1100	0 G	96%	1%	1%	1%	1%	0%	F	0.088	0.588	11000	
<u> </u>	To	Berry Str	reet			\neg \vdash								
High Ave	City of Hopewell	0.38 5900		96%	0%	1%	2%	1%	0%	С	0.090	0.675	6300	
39	To:	Winston Chui	rchill Rd											
	From:	S RT 3												
(56)(36) Winston Churchill Dr	City of Hopewell	0.25 1400		97%	0%	0%	0%	2%	0%	F	0.081	0.613	15000	
\smile	To:	N RT 3												
NA/Strackers Channels III Del	City of Lland and I	Arlington		000/	00/		00/	00/	00/	_	0.070	0.570	47000	
56 Winston Churchill Rd	City of Hopewell	0.55 1700	0 G	99%	0%	0%	0%	0%	0%	F	0.079	0.576	17000	
	To: From:	South 6th	Ave											
156 Winston Churchill Dr	City of Hopewell	0.80 7600) G	99%	0%	0%	0%	0%	0%	F	0.081	0.716	7800	
<u> </u>	To:	SR 10; Rande												
	From:	S RT 1		0==/						_				
156 (10) Randolph Rd	City of Hopewell	1.26 750 0) G	95%	0%	1%	1%	3%	0%	F	0.092	0.684	8400	
	To- From:	ECL Hope	ewell											
(156)(10) James River Dr	Prince George County	1.17 9100) G	95%	0%	1%	1%	3%	0%	F	0.086	0.633	10000	
\mathcal{I}	To	W SR 1	56											
156) (10) (106) James River Dr	Prince George County	0.73 1000		93%	0%	1%	1%	5%	0%	С	0.09	0.601	10000	
100 (100) cames river 51	- miss design county			0070	0 70		1 70	070	0 70	Ŭ	0.00	0.001	10000	
	From:	N SR 1		000/	00/		40/	70/	201	_	0.007	0.50	5400	
156 (106)	Prince George County	2.69 4900		90%	0%	1%	1%	7%	0%	С	0.097	0.56	5100	•
	From:	Charles City Co Prince George C	_											
156)(106)	Charles City County	1.31 4400		90%	0%	1%	1%	7%	0%	F	0.095	0.525	4600	
56 (106)				30 70	0 70	1 /0	1 /0	1 /0	0 70	'	0.000	0.525	4000	
	To: From:	E SR :												
56) (5) John Tyler Memorial Hwy	Charles City County	4.34 1600		94%	0%	1%	2%	3%	0%	F	0.107	0.659	1600	
	To:	Henrico Cour												
5 New Market Rd	Henrico County	Charles City Co		94%	0%	1%	20/	20/	00/	F	0.100	0.672	2200	
New Market Rd	Herrico County	1.72 220 0	, G	<i>3</i> 4 √o	U 70	I 70	2%	3%	0%	Г	0.102	0.072	2300	•
	To: From:	W SR												
156)Willis Church Rd	Henrico County	3.70 590	G	96%	1%	2%	1%	1%	0%	F	0.106	0.5	630	(
\smile	Τα·	Charles Ci	ty Rd											

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

								Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:	Wi	illis Church Rd	1				•							
156)Charles City Rd	Henrico County	1.19	2400	G	96%	1%	2%	1%	1%	0%	F	0.1	0.582	2600	G
	To:		Elko Rd												
	From:		harles City Rd												
156 Elko Rd	Henrico County	4.40	2400	G	96%	1%	2%	1%	1%	0%	С	0.087	0.616	2600	G
<u> </u>	To: From:	Е	Elko Tract Rd				_								
156 Elko Rd	Henrico County	0.54	6000	G	96%	1%	2%	1%	1%	0%	F	0.121	0.606	6400	(
\smile	Τα		E US 60												
156) (60) (33) Williamsburg Rd	Henrico County	2.24	14000	Α	93%	1%	1%	2%	3%	0%	С	0.134	0.529	15000	ļ
1307 (00) (33)	To														
156) (60) (33) Williamsburg Rd	Henrico County	1.40	I-295 16000	G	94%	1%	1%	1%	3%	0%	F	0.083	0.532	17000	(
156 60 (33) Williamsburg Rd	Tierrico County	1.40	10000	G	34 /0	1 /0	1 /0	1 /0	3 /0	0 /6	'	0.003	0.552	17000	
	To: From:		33 Nine Mile R												
156) 60) Williamsburg Rd	Henrico County	1.48		G	94%	1%	1%	1%	3%	0%	F	0.082	0.552	17000	(
\bigcirc \bigcirc	To:	110.00	US 60	D.1											
156)Airport Dr	Henrico County	0.54	Williamsburg 40000	G	94%	1%	1%	1%	3%	0%	С	0.078	0.528	42000	(
156 All port Bi	Tiernied County	0.54		<u> </u>	J+ /0	1 70	1 /0	1 /0	3 70	0 70	O	0.070	0.520	42000	•
	To: From:		I-64												
156 Airport Dr	Henrico County	0.76	29000	G	95%	1%	1%	1%	3%	0%	F	0.083	0.584	30000	(
<u> </u>	To: From:	SR 3	33 Nine Mile R	Rd											
156)Airport Dr	Henrico County	1.86	21000	G	95%	1%	1%	1%	3%	0%	С	0.100	0.534	23000	C
\smile	To		I-295				_								
156 Airport Dr	Henrico County	1.09		G	95%	1%	1%	1%	3%	0%	F	0.111	0.691	6800	(
	To:	Hano	over County Li	ine											
	From:	Henr	rico County Li												
156 Cold Harbor Rd	Hanover County	0.58	5900	G	97%	0%	1%	1%	1%	0%	С	0.112	0.631	6200	C
<u> </u>	To	42-	630 Market Ro	d											
156)Cold Harbor Rd	Hanover County	2.69	1700	G	97%	0%	1%	1%	1%	0%	F	0.112	0.631	1900	C
	То	12 633	Beulah Church	h Dd											
156)Cold Harbor Rd	Hanover County	1.28	4000	G	97%	1%	1%	1%	0%	0%	С	0.099	0.599	4200	(
156) Ocid Harber Ha	rianover county				07 70	1 /0	1 70	1 /0	0 70	0 70	J	0.000	0.000	4200	
	To: From:		8 Wyatt House		070/	40/		40/	201	00/	_	0.001	2.25	5000	
156 Cold Harbor Rd	Hanover County	1.67	4800	G	97%	1%	1%	1%	0%	0%	F	0.091	0.65	5200	(
<u> </u>	To: From:	42-6	15 Creighton F	Rd											
156 Cold Harbor Rd	Hanover County	1.22	8400	G	97%	1%	1%	1%	0%	0%	F	0.106	0.530	8900	C
\smile	Tœ	42-6-	43 Lee Davis F	Rd											
156)Cold Harbor Rd	Hanover County	0.85		G	97%	1%	1%	1%	0%	0%	F	0.112	0.636	13000	(
							 i								
Cold Harbar Pd	Honover County	1 40	I-295	_	99%	00/	0%	00/	0%	00/		0.116	0.657	15000	G
156 Cold Harbor Rd	Hanover County	1.48 US 360	14000	G	33 %	0%	<u>U</u> %	0%	U%	0%	С	0.116	0.657	15000	Ċ

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

		`		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT QA 4Tire	Bus	2Axle 3+Axle			QC	Factor	QK Factor	AAWDT	QW
North	From:	SR 156 N, Airport Dr									
156)Ramp	Henrico County	0.37 2700 G 88%	2%	<u>1</u> % 1%	7%	0%	С	0.092		2700	G
	To:	I-64 East									
North	From:	SR 156 N, Airport Dr									
156 Ramp	Henrico County	0.21 5800 G 96%	1%	1% 1%	2%	0%	С	0.077		5800	G
\smile	To:	I-64 West									
North	From:	SR 156 Airport Dr									
156)Ramp	Henrico County	0.35 710 G						0.122		710	G
	To:	I-295 East									
North	From:	SR 156 Airport Dr									
156)Ramp	Henrico County	0.22 7200 G						0.099		7200	G
	To:	I-295 West									
South	From:	SR 156 S, Airport Dr									
156)Ramp	Henrico County	0.20 1000 G 89%	1%	1% 0%	9%	0%	С	0.127		1000	G
130)	To:	I-64 East	.,,		-,-	-,-	_	****			
South	From	SR 156 S, Airport Dr									
156)Ramp	Henrico County	0.29 4200 G 97%	1%	1% 0%	1%	0%	С	0.136		4200	G
156) (1611)	To:	I-64 West	1 /0	170 070	1 /0	0 70	O	0.100		7200	Č
	From										
South	Henrico County	SR 156 Airport Dr 0.20 430 G						0.198		430	G
156)Ramp	Tierinco County	I-295 East						0.190		430	C
	From:										
South		SR 156 Airport Dr						0.0		1000	
156)Ramp	Henrico County	0.38 1300 G I-295 West						0.2		1300	G
Bypas	From:	SR 106 & 156	40/	10/ 10/	00/	00/	_	0.000	0.504	7700	_
156 (106)	Prince George County	1.09 7200 G 90%	1%	1% 1%	8%	0%	F	0.093	0.561	7700	G
Bypas	To: From:	74-609 Old Stage Rd									
156) (106)	Prince George County	3.47 4100 G 90%	1%	1% 1%	8%	0%	С	0.094	0.528	4400	G
130/100/	To:	SR 10-156 East of Hopewell			-,-	- , -	_				-
	From	SR 6 Patterson Avenue									
157)Gaskins Rd	Henrico County	0.82 24000 G 99%	0%	1% 0%	0%	0%	F	0.104	0.54	26000	G
137) Gadimio 116	- F		070		070	0 70	•	0.101	0.01	20000	~
	From:	Quioccasin Rd	00/	10/ 00/	00/	00/		0.400	0.010	10000	_
157 Quioccasin Rd	Henrico County	0.63 15000 G 99%	0%	1% 0%	0%	0%	F	0.103	0.613	16000	G
<u> </u>	From:	Pemberton Rd Quioccasin Rd									
157)Pemberton Rd	Henrico County	1.47 9200 G 99%	0%	1% 0%	0%	0%	F	0.107	0.538	9700	G
157)1 cimberton rid	Tiermoe odanty		0 70	170 070 ——	0 70	0 70	•	0.107	0.000	0700	G
	From:	Three Chopt Rd	201		00/	00/		0.100	0.500	10000	
157 Pemberton Rd	Henrico County	1.17 12000 G 99%	0%	1% 0%	0%	0%	С	0.108	0.586	13000	G
<u> </u>	To: From	US 250 Broad St									
157)Springfield Rd	Henrico County	0.59 20000 G 99%	0%	0% 0%	0%	0%	F	0.101	0.521	22000	G
\smile	To:	Hungary Rd									

5/2/2016

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle				QC	Factor	QK Factor	AAWDT	Q۱
	From:	Hungary Rd		200/	00/	20/	00/	00/	201	_	0.405	0.500	0.4000	
157 Springfield Rd	Henrico County	0.97 23000	G	99%	0%	0%	0%	0%	0%	С	0.105	0.596	24000	G
	To: From:	Nuckols Rd		000/	00/		00/	201	201		0.400	0.500	7500	
Springfield Rd	Henrico County	1.78 7100	G	99%	0%	0%	0%	0%	0%	F	0.133	0.596	7500	(
	To: From:	Francistown Rd		222		\Box								
Springfield Rd	Henrico County	0.28 13000	G	99%	0%	0%	0%	0%	0%	F	0.133	0.596	14000	(
	From:	US 33 Staples Mill	l Kü											
158) (72) Front St	Town of Coeburn (Maint: 97)	SR 72 W Int 0.65 4400	F	98%	1%	0%	0%	1%	0%	F	0.094	0.537	4600	
158 72 Front St	Town of Cocbain (Maint. 97)		•	30 /0	1 /0	- 0 70 	0 70	1 /0	0 70	•	0.054	0.557	4000	
Front St	Town of Coeburn (Maint: 97)	SR 72 E Int 1.04 870	F	98%	1%	0%	0%	1%	0%	С	0.104	0.657	920	
158 Front St	rown or coedum (Maint. 97)			30 /6	1 /0	U /6	0 /6	1 /0	0 /8	O	0.104	0.007	320	
	Wise County	ECL Coeburn 0.43 870	N	98%	1%	0%	0%	1%	0%	N	0.104	0.657	920	
158	wise County			90%	1 70	0%	0%	1 70	076	IN	0.104	0.637	920	
	To: From:	97-893 Bull Run I		000/	10/		00/	10/	00/	N.I.	0.104	0.057	000	
158	Wise County	0.07 870 ALT US 58	N	98%	1%	0%	0%	1%	0%	N	0.104	0.657	920	
	From													
Front St	Town of Coeburn (Maint: 97)	ALT US 58 0.33 3700	F	97%	0%	0%	0%	2%	0%	С	0.101	0.751	3800	
158 Front St	To:	SR 72 Laurel Av		37 70	0 70		0 70	270	0 70	O	0.101	0.731	3000	
	From:	SR 311 Kanawha T												
159)Dunlap Creek Rd	Alleghany County	8.52 740	G	87%	0%	1%	1%	11%	0%	С	0.093	0.6	780	
	Tα	03-665 Moss Run	Rd											
159 Dunlap Creek Rd	Alleghany County	2.81 1100	G	91%	0%	1%	1%	8%	0%	С	0.096	0.737	1200	
100)	To:	I-64												
	From:	Kentucky State Li	ine											
160)Trail of the Lonesome Pine	Wise County	6.31 230	F	92%	1%	2%	1%	5%	0%	С	0.104		240	
\smile	To	WCL Appalachi	ia			<u> </u>								
160)	Town of Appalachia (Maint: 97)	1.71 230	N	92%	1%	2%	1%	5%	0%	Ν	0.104		240	
\mathcal{L}	Tα	SR 68												
	From:	I-95												
161)Commerce Rd	City of Richmond	0.21 22000	F	87%	1%	2%	2%	8%	0%	F	0.082	0.651	24000	
<u> </u>	To: From:	Bells Rd												
161)Bells Rd	City of Richmond	1.17 9400	F	87%	1%	2%	2%	8%	0%	С	0.094	0.519	10000	
161) Bella Hu	City of Flictimond				1 /0		270	0 /0	0 70	O	0.054	0.515	10000	
Pollo Pd	City of Pichmond	US 1, US 301 Jefferson E	Davis H F		10/	20/	20/	40/	00/	^	0.000	0.510	12000	
161 Bells Rd	City of Richmond	0.49 11000 Belt Blvd		92%	1%	2%	2%	4%	0%	С	0.093	0.516	12000	
	From:	Bells Rd												
161)Belt Blvd	City of Richmond	0.84 5300	F	92%	1%	2%	2%	4%	0%	F	0.096	0.557	5700	
	Tor	Terminal Ave												

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

							Ти.	ماد			V	D:×		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		Tru			QC	K	QK Dir Factor	AAWDT	Q'
	From:	Tom	minal Ave			ZAXIE	3+Axle	TITALI	ZITAII		Factor	Factor		
161)Belt Blvd	City of Richmond		6900 F	92%	1%	2%	2%	4%	0%	F	0.090	0.521	7500	F
161) 2011 2110	To:		Broad Rock Rd	0270	170		270	170	070	•	0.000	0.021	7000	
	From:		Broad Rock Rd											
161) (10) Broad Rock Blvd	City of Richmond	0.43 1	16000 F	98%	1%	1%	0%	0%	0%	F	0.097	0.517	17000	
	To:	N	NRT 10											
	From:		Broad Rock Rd							_				
161 Belt Blvd	City of Richmond	0.30 1	13000 F	97%	2%	1%	0%	0%	0%	С	0.093	0.605	14000	
<u> </u>	To:	US 3	360 Hull St			-								
161)Belt Blvd	City of Richmond	0.87 1	19000 F	97%	2%	1%	0%	0%	0%	F	0.091	0.565	21000	
	To	LIC 60 M	Iidlothian Tpke											
161)Westover Hills Blvd	City of Richmond		18000 F	97%	2%	1%	0%	0%	0%	С	0.088	0.539	19000	
161) Westover Tillis Biva	Only of Filefilliona			37 76	2 /0	1 /0	0 70	0 70	0 70	O	0.000	0.555	13000	
	To: From:		est Hill Ave											
161 Westover Hills Blvd	City of Richmond	0.40 1	11000 F	97%	2%	1%	0%	0%	0%	F	0.102	0.613	12000	
<u> </u>	To: From:	Evely	yn Byrd Rd											
161)Westover Hills Blvd	City of Richmond	0.21 1	11000 F	100%	0%	0%	0%	0%	0%	F	0.100	0.613	12000	
	Tα	Couth I	End of Bridge											
161)Nickel Bridge	City of Richmond (Maint: TOL)		11000 F	100%	0%	0%	0%	0%	0%	F	0.100	0.613	12000	
161) Worker Bridge	Only of Filonimona (Maint: FOL)			10070	0 70		0 70	0 /0	0 70	•	0.100	0.010	12000	
	From:		End of Bridge	10001					221					
161 Park Dr	City of Richmond	0.31 1	11000 F	100%	0%	0%	0%	0%	0%	F	0.100	0.613	12000	
<u></u>	To: From:	Shi	irley Lane											
161)Park Dr	City of Richmond	0.43 1	10000 F	100%	0%	0%	0%	0%	0%	С	0.101	0.604	11000	
\smile	To	Rı	ugby Rd			\neg L								
161 Blanton Ave	City of Richmond		9700 F	99%	0%	0%	0%	0%	0%	С	0.096	0.602	11000	
101)	-						- , -							
Paulanand	From:		Grant St	000/	00/		00/	00/	00/	_	0.000	0.550	44000	
161 Boulevard	City of Richmond	0.38	9900 F	99%	0%	0%	0%	0%	0%	С	0.099	0.552	11000	
	To: From:	SR 1	47 Cary St											
161 Boulevard	City of Richmond	0.84 1	16000 F	99%	0%	0%	0%	0%	0%	F	0.111	0.560	17000	
\smile	To	US 33: U	JS 250 Broad St			— —								
161 Boulevard	City of Richmond		22000 F	98%	1%	1%	0%	1%	0%	С	0.088	0.542	24000	
101)	T-1													
Davilavand	From:	0.10	I-95	050/	10/	10/	10/	00/	00/	_	0.005	0.510	15000	
Boulevard	City of Richmond	0.12 1	14000 F	95%	1%	1%	1%	2%	0%	F	0.095	0.510	15000	
	To: From:		twood Ave											
161)Hermitage Rd	City of Richmond	1.23	8400 F	98%	1%	0%	0%	0%	0%	С	0.131	0.734	9100	
\smile	To		I-95			\neg \vdash								
161)Hermitage Rd	City of Richmond	0.24 1	19000 G	99%	0%	1%	0%	0%	0%	F	0.1	0.556	20000	
	,					 i								
161)Lakeside Ave	Henrico County		Richmond G	99%	0%	1%	0%	0%	00/		0.000	0.54	10000	
161 /Lakeside Ave	Henrico County	0.35 1	18000 G	44%	11%	1 1/2	11%	11%	0%	F	0.098	0.54	19000	(

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

.				_		Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q'
	From:	Dumbarton Rd							_				
161 Lakeside Ave	Henrico County	0.93 16000 G	99%	0%	1%	0%	0%	0%	С	0.097	0.632	17000	(
<u> </u>	rom:	SR 356 Hilliard Rd Lakeside Ave											
161)Hilliard Rd	Henrico County	0.74 8500 G	98%	0%	1%	0%	1%	0%	С	0.116	0.68	9000	(
181)	To:	US 1; Brook Rd		0,0		0 70	. , 0	0,70	•	00	0.00	0000	
	From:	SR 161 Commerce Rd											
161)Ramp	City of Richmond (Maint: 20)	0.19 5000 A								0.16		6100	
	To:	I-95 South											
	From:	SR 161- A JB-20 FROM RT 10	61										
161 Ramp	City of Richmond (Maint: 20)	0.50 12000 F								0.102	0.759	12000	
\smile	To:	I-95-N FR BELLS ROAD											
	From:	SR 161 Boulevard											
161 Ramp	City of Richmond (Maint: 43)	0.15 11000 G								0.106		11000	
<u> </u>	To:	I-95 North											
	From:	SR 161 Hermitage Rd											
161)Ramp	City of Richmond (Maint: 43)	0.11 6900 G								0.124		6900	
<u> </u>	To:	I-95 South											
	From:	ECL Williamsburg											
162 Second St	York County ™	0.17 21000 G	97%	1%	2%	1%	0%	0%	С	0.085	0.546	22000	
	10.	SR 143 Merrimac Trail											
NA- and - Dat	From:	Bus US 29, US 501 Lynchburg Expr		00/	10/	00/	00/	00/	_	0.004	0.550	40000	
163 Wards Rd	City of Lynchburg	0.44 17000 G	98%	0%	1%	0%	0%	0%	F	0.081	0.558	18000	
	To: From:	SR 128 Candler Mtn Rd											
163) Wards Rd	City of Lynchburg	0.42 28000 G	98%	0%	1%	0%	0%	0%	F	0.081	0.504	30000	
Bus	From:	Bus US 460 Fort Avenue Wards Rd			_								
163) 460 Fort Ave	City of Lynchburg	1.19 22000 G	98%	0%	1%	0%	0%	0%	С	0.083	0.536	23000	
100/400	To:	Memorial Ave											
	From:	Fort Ave											
163 Memorial Ave	City of Lynchburg	0.60 11000 G	99%	0%	1%	0%	0%	0%	С	0.079	0.643	12000	
<u> </u>	To: From:	Oakley Ave											
163 Memorial Ave	City of Lynchburg	0.47 13000 G	99%	0%	1%	0%	0%	0%	F	0.082	0.505	14000	
	To	Park Ave											
163) Memorial Ave	City of Lynchburg	0.33 13000 G	99%	0%	1%	0%	0%	0%	F	0.085	0.536	14000	
\smile	То	Langhorne Rd											
163)5th St	City of Lynchburg	0.17 15000 G	99%	0%	1%	0%	0%	0%	F	0.084	0.531	16000	
	Tro-				 1								
163)5th St	City of Lynchburg	Pollard St 0.26 14000 G	99%	0%	1%	0%	0%	0%	F	0.089	0.57	15000	
	Oity of Lynchburg	0.20 14000 G	JJ /6	0 /0	1 /0	0 /0	0 /0	0 /0		0.003	0.57	13000	
163/311/31	_												
163)5th St	City of Lynchburg	Pierce St 0.27 13000 G	98%	0%	0%	0%	1%	0%	F	0.09	0.569	14000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:	Park Ave													
163)5th St	City of Lynchburg	0.38 12000	G	98%	0%	1%	0%	0%	0%	С	0.085		0.546	13000	G
	To: From:	Clay St				_									
163)5th St	City of Lynchburg	0.57 14000	G	98%	0%	0%	0%	1%	0%	С	0.093		0.632	15000	G
\smile	To:	Amherst County													
A male a mat I home	From:	NCL Lynchb		000/	00/	10/	00/	10/	00/	_	0.000		0.501	0500	_
163 Amherst Hwy	Amherst County	1.64 8900 Bus US 29	G	98%	0%	1%	0%	1%	0%	С	0.082		0.561	9500	G
North	From:	SR 163 Wards	Rd								NIA			NIA	
163 Ramp	City of Lynchburg	0.09 NA	G 20								NA			NA	
	100	US 501; Bus U													
	Prom:	US 17 Bridge I		0.40/	00/	00/	40/	40/	00/	_	0.000		0.745	00000	_
Western Freeway	City of Suffolk (Maint: 61)	0.84 20000	G	94%	0%	0%	1%	4%	0%	F	0.086		0.715	23000	G
	To: From:	I-664													
164)Western Freeway	City of Suffolk (Maint: 61)	0.64 40000	G	94%	0%	0%	1%	4%	0%	F	0.091		0.580	45000	G
<u> </u>	To	SR 135 Colleg	e Dr			\neg \vdash									
164)Western Freeway	City of Suffolk (Maint: 61)	0.02 49000	Α	94%	0%	0%	1%	4%	0%	С	0.102		0.54	55000	Α
	То:	WCL Portsmo	outh												
	From:	ECL Suffol													
164) Western Freeway	City of Portsmouth (Maint: 64)	0.88 49000	Α	94%	0%	0%	1%	4%	0%	С	0.102		0.54	55000	Α
<u> </u>	To: From:	Towne Point	Rd												
164)Western Freeway	City of Portsmouth (Maint: 64)	1.35 52000	G	94%	0%	0%	1%	4%	0%	F	0.089		0.635	59000	G
\smile	Tα	Cedar Land	,			—									
164)Western Freeway	City of Portsmouth (Maint: 64)	1.73 43000	М								0.089		0.635	NA	
,	To	West Norfolk	D.I												
164)Western Freeway	City of Portsmouth (Maint: 64)	1.81 45000	F F	94%	0%	0%	1%	4%	0%	F	0.089		0.635	51000	F
164 Western Fleeway	To:	US 58, SR 337 Martin Lu			0 70		1 /0	7/0	0 70	•	0.000		0.000	31000	٠
F1	From	SR 164 TO ROUTE 664													
East 164)Ramp	City of Suffolk (Maint: 61)	0.20 2100	G G	94%	0%	0%	1%	4%	0%	F	0.172			2100	G
164) (1611)	To:	I-664-W FROM ROUT			0 70		1 /0	7/0	0 70	•	0.172			2100	u
Most	From	SR 164 TO ROUTE 664													
West 164)Ramp	City of Suffolk (Maint: 61)	0.22 8100	G	94%	0%	0%	1%	4%	0%	F	0.092			8100	G
164 / 161119	To:	I-664-E FROM ROUT			0 70		1 /0	7/0	0 70	•	0.002			0100	u
N	From														
West 164)Ramp	City of Suffolk (Maint: 61)	0.35 9100	G WESTN	94%	0%	0%	1%	4%	0%	F	0.107			9100	G
104) (411)	To	I-664-W FROM ROUT			0 /0	J /6	1 /0	→ /0	0 /0	'	0.107			5100	a
	From														
165 Moses Grandy Trail	City of Chesapeake	Bus US 17 George Was 2.70 14000	shington G	Hwy 98%	1%	1%	0%	0%	0%	С	0.091		0.53	15000	G
165 INIOSES GIAILUY ITAII	Oity of Offesapeake			30%	1 70	1 70	U 70	U 70	U 70	U	0.091		0.00	15000	G
	To: From:	US 17 Dominion													
165)Cedar Rd	City of Chesapeake	0.28 23000	G	98%	1%	1%	0%	0%	0%	F	0.082		0.55	25000	G
\smile	Tα	Bells Mill Rd	West												

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

Route	Jurisdiction	Length AADT (^	4Tiro	Duo		Tru	ck		QC	K	QK Dir	AAWDT	- 01
noute	Junsaiction	Length AADI (JA -	+11110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Facto	r	Q
	From:	Bells Mill Rd West								_				_
165 Cedar Rd	City of Chesapeake	2.01 31000	G :	98%	1%	1%	0%	0%	0%	F	0.095	0.603	33000	G
	To: From:	131-8798 Bells Mill Rd												
165)Cedar Rd	City of Chesapeake	1.73 27000	G :	98%	1%	1%	0%	0%	0%	F	0.08	0.546	28000	G
Pive	To: From:	Bus SR 168 Battlefield	Blvd											
Bus 165) (168) Battlefield Blvd	City of Chesapeake	0.26 31000	G :	99%	0%	1%	0%	0%	0%	С	0.083	0.505	33000	G
165) (168) Battieriola Biva	and an emocapeans			00 70	070		070	0 70	070	Ŭ	0.000	0.000	00000	
Mt Pleasant Pd	City of Changanaka	BUS SR 168 Battlefield		97%	1%	1%	1%	1%	0%	F	0.120	0.551	21000	(
Mt Pleasant Rd	City of Chesapeake	0.75 20000	G :	9770	I 70	1 70	1 70	1 70	0%	Г	0.120	0.551	21000	
	To: From:	SR 168 Great Bridge By				_								
Mt Pleasant Rd	City of Chesapeake	2.57 20000	G :	97%	1%	1%	1%	1%	0%	С	0.1	0.511	21000	C
<u> </u>	To: From:	131-866 Centerville T												
165)Mt Pleasant Rd	City of Chesapeake	4.53 11000	G :	97%	1%	1%	1%	0%	0%	С	0.116	0.547	11000	(
<u> </u>	To	131-8667 Fentress Airfie	eld Rd											
165)Mt Pleasant Rd	City of Chesapeake			97%	1%	1%	1%	0%	0%	F	0.117	0.634	12000	C
	To:	WCL Virginia Beac	ch											
	From:	ECL Chesapeake								_				_
North Landing Rd	City of Virginia Beach	1.49 11000	F s	99%	0%	0%	0%	0%	0%	F	0.115	0.614	12000	F
<u> </u>	To: From:	134-8667 Salem Ro	d											
North Landing Rd	City of Virginia Beach			99%	0%	0%	0%	0%	0%	С	0.104	0.644	13000	F
<u> </u>	To:	SR 149 Princess Anne												
165)Princess Anne Rd	City of Virginia Booch	North Landing Rd 2.68 28000		99%	0%	0%	0%	0%	00/	F	0.086	0.529	31000	F
165 Fillicess Affile Ad	City of Virginia Beach	2.00 20000	Г	99%	076	0%	0%	076	0%	Г	0.000	0.528	31000	Г
	To: From:	Dam Neck Rd												
165) Princess Anne Rd	City of Virginia Beach			99%	0%	0%	0%	0%	0%	F	0.088	0.595	53000	F
	From:	Independence Blvd So Independence Blvd B				_								
165)Princess Anne Rd	City of Virginia Beach			99%	0%	0%	0%	0%	0%	F	0.088	0.595	49000	F
100)	To													
165)Princess Anne Rd	City of Virginia Beach	<u>Lynnhaven Pkwy</u> 0.40 55000	F :	99%	0%	0%	0%	0%	0%	F	0.088	0.595	60000	F
165 / Tillcess Affile Flu	Oity of Virginia Beach			JJ /6	0 70	0 /6	0 /6	0 /6	0 /6	•	0.000	0.530	00000	'
	To: From:	Ferrell Pkwy	_	000/	00/		00/	00/	00/	_	0.000	0.550	00000	
Princess Anne Rd	City of Virginia Beach	0.69 33000	F s	99%	0%	0%	0%	0%	0%	С	0.093	0.559	36000	F
	To: From:	134-8640 Providence												
Princess Anne Rd	City of Virginia Beach	1.07 25000	F :	99%	0%	0%	0%	0%	0%	С	0.095	0.551	27000	F
<u> </u>	To: Econol	134-7837 Edwin D	r			<u> </u>								
Princess Anne Rd	City of Virginia Beach	1.19 30000	F :	99%	0%	0%	0%	0%	0%	F	0.093	0.596	33000	F
\mathcal{L}	To	SR 190 Kempsville I	Rd											
165)Princess Anne Rd	City of Virginia Beach	•		99%	0%	0%	0%	0%	0%	С	0.099	0.654	23000	F
100)						 i				-		2.00		•
Princess Anne Rd	City of Virginia Booch	134-8730 Cheyenne l		000/	0%	09/	09/	00/	00/	F	0.004	0.674	27000	F
165 / Fillicess Affile Ru	City of Virginia Beach	0.31 25000	F S	99%	0%	0%	0%	0%	0%	Г	0.094	0.671	27000	Г

5/2/2016

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

5 .				_		Tru	ck			K	Dir		۵.
Route	Jurisdiction	Length AADT	QA 41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QI
	From:	WCL Virginia Beach, SR 403			451	051	061	061	_	0.000		04000	_
165 Kempsville Rd	City of Norfolk	1.00 19000	F 98%	1%	1%	0%	0%	0%	С	0.093	0.628	21000	F
	To- From:	US 58 Virginia Beach											
165)Kempsville Rd	City of Norfolk	1.57 12000	F 98%	1%	1%	0%	0%	0%	F	0.102	0.582	13000	١
<u> </u>	To: From:	US 13 Northampton I Kempsville Rd	Blvd										
165) (13) (166) Northampton Blvd	City of Norfolk	0.26 28000	F 97%	1%	1%	0%	1%	0%	F	0.086	0.510	31000	
165 (13) (166 Northampton Blvd	To:	SR 166, US13	1 07.70	170		0 70	1 70	0 70	•	0.000	0.010	01000	
	From:	JS 13 Northampton Blvd; SR 166	Princess Anne	Rd									
165)Military Hwy North	City of Norfolk	0.62 41000	F 98%	1%	1%	0%	0%	0%	F	0.106	0.674	44000	
\smile	То	I-64			<u> </u>								
165) Military Hwy North	City of Norfolk		F 98%	1%	1%	0%	0%	0%	F	0.088	0.59	27000	
	To	SR 192 Azalea Garde	n Dd										
165)Military Hwy North	City of Norfolk	0.39 22000	F 98%	1%	1%	0%	0%	0%	С	0.086	0.544	24000	
103)						-,-							
165)Military Hwy North	City of Norfolk	SR 247 Norview A 1.65 22000	r 98%	1%	1%	0%	0%	0%	F	0.089	0.51	24000	
165 Willitary Flwy North	City of Norion	1.03 22000	F 30 /0	1 /0	1 /0	0 /6	0 /0	0 /6	'	0.009	0.51	24000	
	To: From:	SR 170 Little Creek							_				
165 Little Creek Rd	City of Norfolk	0.12 34000	F 97%	1%	1%	1%	1%	0%	F	0.085	0.536	37000	
	To: From:	SR 194 Chesapeake l											
165)Little Creek Rd	City of Norfolk	0.58 23000	F 97%	1%	1%	1%	1%	0%	F	0.087	0.582	25000	
	To: From:	Tidewater & Sewells Po	oint Rd		-								
165)Little Creek Rd	City of Norfolk	0.86 22000	F 97%	1%	1%	1%	1%	0%	F	0.093	0.639	24000	
\smile	To:	NHS Change											
	From:	I-64	5 070/	40/		40/	40/	00/	_	0.077	0.510	07000	
165 Little Creek Rd	City of Norfolk	0.36 24000	F 97%	1%	1%	1%	1%	0%	F	0.077	0.516	27000	
	To: From:	US 460 Granby S											
165 Little Creek Rd	City of Norfolk	1.19 16000	G 98%	1%	1%	0%	0%	0%	С	0.084	0.557	17000	
<u> </u>	To: From:	Diven St											
165)Little Creek Rd	City of Norfolk	0.78 12000	F 98%	1%	1%	0%	0%	0%	F	0.085	0.592	13000	
\smile	To:	SR 337 Hampton B	lvd										
	From:	SR 165 I-564-S000A FROM	RT 564 SOU										
165)Ramp	City of Norfolk (Maint: 64)	0.11 5700	G							0.077		5700	
\smile	To:	I-64-E FROM RT 165 NORT	H & SOUTH										
North	From:	SR 165 TO I-64 WE	EST										
165)Ramp	City of Norfolk (Maint: 64)	0.11 NA								NA		NA	
\smile	To- From	122-99026- A RROM ROBIN I	HOOD ROAD										
North	City of Norfolk (Maint: 64)		G		-					0.090		9300	(
165 Ramp		0.11 9300 I-64-W FROM RT 16500- MILITA		ΔV	1					0.090		9300	,
				7.1									
Rainbridge Blyd	City of Changanaka	US 17 Dominion BI		10/	20/	10/	10/	00/	F	0.100	0 70F	4E00	
166 Bainbridge Blvd	City of Chesapeake		G 89%	1%	2%	4%	4%	0%	Г	0.123	0.785	4500	(
_	10.	SR 190 Great Bridge	BIVO										

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

Davida	luvia di aliana	Lough AADT OA	4T:u=	D	7	ruck		00	K	Dir	AAWDT	. ^
Route	Jurisdiction	Length AADT QA	411re	Bus	2Axle 3+Ax	e 1Trail	2Trail	QC	Factor	QK Factor	AAWDI	Q
Deinheiden Dhad	From:	SR 190 Great Bridge Blvc		40/	20/ 40/	40/	00/	0	0.400	0.544	10000	
66 Bainbridge Blvd	City of Chesapeake	0.69 9000 G	89%	1%	2% 4%	4%	0%	С	0.100	0.541	10000	•
	To From:	US 13 Military Hwy										
166)(460)Bainbridge Blvd	City of Chesapeake	0.74 12000 G	96%	1%	1% 0%	2%	0%	F	0.097	0.596	12000	
	To: From:	Freeman Ave										
166)(460)Bainbridge Blvd	City of Chesapeake	1.25 11000 G	96%	1%	1% 0%	2%	0%	F	0.090	0.509	12000	
	To	Chesapeake Dr										
66)(460)Bainbridge Blvd	City of Chesapeake	0.81 8800 G	96%	1%	1% 0%	2%	0%	С	0.088	0.575	9400	
	To:	SR 337 Poindexter St										
¬~~	From:	Bainbridge Blvd										
66)(460)Poindexter St	City of Chesapeake	0.56 7100 G	98%	0%	1% 0%	0%	0%	С	0.098	0.558	7500	
<u> </u>	To: From:	Liberty St										
66)(460)22nd St	City of Chesapeake	0.39 5600 G	98%	0%	1% 0%	0%	0%	F	0.121	0.584	6000	
	To:	SCL Norfolk										
Miles of Del	From:	NCL Chesapeake	000/	0%	10/ 00/	00/	00/	_	0.100	0.004	0500	
66 460 Wilson Rd	City of Norfolk	0.65 8700 F	98%	0%	1% 0%	0%	0%	F	0.109	0.604	9500	
	From:	Campostella Ave Wilson Rd										
66)(460)(168)Campostella Rd	City of Norfolk	0.73 49000 F	96%	1%	 1% 1%	1%	0%	F	0.113	0.783	53000	
30)(400)(100)	Ted											
66)(460)(168)Brambleton Ave	City of Norfolk	0.30 44000 F	96%	1%	1% 1%	1%	0%	С	0.082	0.614	47000	
66) (460) (168) Brambleton Ave	Oity of Norioik		30 /0	1 /0		1 /0	0 70	O	0.002	0.014	47000	
	From:	US 460 Brambleton Ave	070/	40/	10/ 10/	00/	00/	_		0.500	10000	
66 Park Ave	City of Norfolk	0.45 14000 F	97%	1%	1% 1%	0%	0%	С	0.088	0.508	16000	
	To: From:	US 58 Va Beach Blvd										
66) Park Ave	City of Norfolk	0.14 12000 F	97%	1%	<u>1</u> % 1%	0%	0%	F	0.09	0.515	14000	
	To:	Princess Anne Rd										
66)Princess Anne Rd	City of Norfolk	Park Ave 0.65 17000 F	97%	1%	 1% 1%	1%	0%	F	0.083	0.524	18000	
66 Fillicess Affile Ru	City of Nortolk	0.00 17000 F	97%	170	176 176	170	0%	Г	0.063	0.524	10000	
	To: From:	Merrimac Ave						_				
66 Princess Anne Rd	City of Norfolk	0.30 18000 F	97%	1%	1% 1%	1%	0%	F	0.083	0.51	19000	
<u> </u>	To: From:	Ballentine Blvd										
66) Princess Anne Rd	City of Norfolk	0.95 21000 A	97%	1%	1% 1%	1%	0%	С	0.098	0.541	23000	
<u> </u>	To:	Azalea Garden Rd										
66) Princess Anne Rd	City of Norfolk	1.46 20000 F	97%	1%	 1% 1%	1%	0%	F	0.087	0.518	22000	
9	To	US 13 Military Hwy			<u>i</u>							
66) (13) (165) Northampton Blvd	City of Norfolk	0.26 28000 F	97%	1%	1% 0%	1%	0%	F	0.086	0.510	31000	
66) 13 (165) Northampton Blvd	Tre	SR 165 Princess Anne Rd		. 70	70 070	1 /0	0 /0	•	0.000	3.510	0.000	
	From	SR 165 Military Hwy										
166) (13) Northampton Blvd	City of Norfolk	0.62 32000 G	96%	0%	1% 0%	2%	0%	F	0.092	0.602	33000	
$\mathcal{S}_{\mathcal{S}}}}}}}}}}$	To	I-64										

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

								Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QW
166 (13) Northampton Blvd	City of Norfol	k 0.20	77000	G	96%	0%	1%	0%	2%	0%	F	0.081	0.557	80000	G
166 13 Northampton Blvd	City of Virginia B	each 0.95	Virginia Be 55000 Diamond Sp	F	96%	0%	1%	0%	2%	0%	F	0.074	0.515	56000	F
166 Diamond Springs Rd	From: City of Virginia B	US 13 each 1.32	Northampto	n Blvd	97%	0%	1%	1%	1%	0%	С	0.082	0.597	29000	F
	From:		S 60 Shore I												
168 Battlefield Blvd	City of Chesape		24000	A	97%	0%	0%	1%	1%	0%	С	0.159	0.539	23000	Α
	To: From:	Bus SR 168 Ba		.,							_				
168 Chesapeake Expressway	City of Chesapeake (N		9600	G	97%	0%	0%	1%	1%	0%	F	0.086	0.744	8900	G
Chananaska Evaranaway	City of Channels (N	Bus SR 168 Battlefi Maint: TOL) 2.94	eld Blvd; No 9600		nn Creek R 97%	0%	0%	1%	1%	0%	F	0.086	0.744	8900	G
168 Chesapeake Expressway	City of Chesapeake (M	<u> </u>		G	97%	0%	0%	170	1%	0%	Г	0.086	0.744	8900	G
168 Chesapeake Expressway	City of Chesapeake (N	faint: TOL) 0.25	34000	G	97%	0%	0%	1%	1%	0%	F	0.086	0.744	32000	G
168 Great Bridge Bypass	City of Chesape	eake 1.76	and Toll Roa	G	97%	0%	0%	1%	1%	0%	F	0.09	0.673	32000	G
168 Great Bridge Bypass	City of Chesape		30000	eld Blvd G	97%	0%	0%	1%	1%	0%	F	0.085	0.588	28000	G
168 Great Bridge Bypass	City of Chesape		Hanbury Rd 46000	G	97%	0%	0%	1%	1%	0%	F	0.088	0.644	43000	G
168 Great Bridge Bypass	City of Chesape		55 Mt Pleasa 73000	nnt Rd G	97%	0%	0%	1%	1%	0%	F	0.096	0.707	68000	G
100) en out 211age 2) pass	To.		168 Battlefi				— <u>L</u>	. , 0	. , 0	0,0		0.000	0.701		
168 Oak Grove Connector	City of Chesape		72000	G	97%	0%	0%	1%	1%	0%	F	0.091	0.658	67000	G
(168) (64)	City of Chesapeake (I	Maint: 64) 0.50	I-64		Se	ee I-64	for dire	ectional tr	affic vo	lume es	timate	es for this	segment.		
	mbined Traffic Estimates for 2 Parallel R	oadways on this Route:	111000 I-64; US 17	N	97%	0%	1%	0%	2%	0%	N	NA NA	oogment.	119000	N
168 64 I-64 W Exit 290	City of Chesapeake (I	S	R 168 CD R		Se	ee I-64	for dire	ectional tr	affic vo	lume es	timate	es for this	segment.		
168 64 I-64 W Exit 290	City of Chesapeake (I		to Bus SR	168 S	Se	ee I-64	for dire	ectional tr	affic vo	lume es	timate	es for this	segment.		
168 64 I-64 W Exit 290	City of Chesapeake (I	Maint: 64) 0.20	p From SR 1 SR 168, Bu			ee I-64	for dire	ectional tr	affic vo	lume es	timate	es for this	segment.		
168 (64) Ramp	City of Chesapeake (I	Ram	p to Bus SR			ee I-64	for dire	ectional tr	affic vo	lume es	timate	es for this	segment.		
	To:		Bus SR 168												

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

					_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
Bus	From:	Bus SR 16												
168 168 Battlefield Blvd	City of Chesapeake	0.35 67000		99%	0%	1%	0%	0%	0%	N	0.08	0.509	72000	N
	To:	End Bus SR												
168)Battlefield Blvd	City of Chesapeake	I-64; US 1 0.54 36000		96%	0%	1%	1%	20/	00/	F	0.108	0.579	38000	G
168 Battlefield Bivd	City of Chesapeake	0.54 36000	G	90%	076	1 70	1 70	2%	0%	Г	0.106	0.578	30000	G
	To: From:	US 13 Military												
68 Battlefield Blvd	City of Chesapeake	0.47 22000	G	96%	0%	1%	1%	2%	0%	F	0.080	0.505	24000	(
	To: From:	Campostella	Rd			-								
68) Atlantic Ave	City of Chesapeake	0.42 15000	G	96%	0%	1%	1%	2%	0%	F	0.095	0.583	16000	(
<u> </u>	То	Providence	Dd											
68) Atlantic Ave	City of Chesapeake	1.16 17000		96%	0%	1%	1%	2%	0%	С	0.116	0.535	18000	,
66),	- F				0 70		. , 0	_,,	0 / 0	Ū	00	0.000	.0000	•
Atlantia A	City of Change and a	Old Atlantic A		000/	00/	10/	10/	00/	00/	F	0.100	0.000	0000	
68 Atlantic Ave	City of Chesapeake	0.39 9000	G	96%	0%	1%	1%	2%	0%	г	0.102	0.630	9600	(
	To: From:	SR 246 Liber	ty Rd											
68) Campostella Rd	City of Chesapeake	0.35 15000	G	96%	0%	1%	1%	2%	0%	F	0.093	0.594	16000	(
	To:	SCL Norfo	olk											
Campostella Rd	City of Norfolk	0.52 19000		96%	0%	1%	1%	2%	0%	F	0.098	0.618	21000	
00)	7-A						.,.							-
Commonatalla Del	From:	SR 407 Indian R		000/	00/	10/	10/	00/	00/	F	0.000	0.057	07000	
68 Campostella Rd	City of Norfolk	0.26 25000		96%	0%	1%	1%	2%	0%	г	0.098	0.657	27000	
	From:	US 460 Wilso Wilson R												
(168)(460)(166)Campostella Rd	City of Norfolk	0.73 49000		96%	1%	1%	1%	1%	0%	F	0.113	0.783	53000	
00) (400) (100)	7-A													
Disambleton Aug	From:	Kimball Te		000/	10/	10/	10/	10/	00/		0.000	0.014	47000	
68 460 166 Brambleton Ave	City of Norfolk	0.30 44000	F	96%	1%	1%	1%	1%	0%	С	0.082	0.614	47000	
	To: From:	Park Ave												
68)(460)Brambleton Ave	City of Norfolk	0.40 34000	F	96%	1%	1%	1%	1%	0%	F	0.082	0.558	37000	
	To	Brambleton	Ave			<u> </u>								
7 Tidewater Dr	City of Norfolk	0.31 34000		98%	0%	1%	0%	1%	0%	F	0.082	0.508	37000	
30)	, T-1													
(68) Tidewater Dr	City of Norfolk	US 58 Va Beac 0.89 32000		98%	0%	1%	0%	1%	0%	F	0.081	0.503	35000	
68) Huewater Di	City of Norioik	0.09 32000	Г	90%	076	1 70	0%	1 70	0%	Г	0.061	0.503	33000	
	To: From:	Lindenwood												
68 Tidewater Dr	City of Norfolk	0.81 30000	F	98%	0%	1%	0%	1%	0%	F	0.080	0.514	33000	- 1
<u> </u>	To	Cromwell	Dr			<u> </u>								
68)Tidewater Dr	City of Norfolk	1.03 38000		98%	0%	1%	0%	1%	0%	С	0.091	0.522	42000	1
	To	Mamia A	NO.											
68)Tidewater Dr	City of Norfolk	Norview A 1.11 38000		98%	0%	1%	0%	1%	0%	F	0.085	0.517	42000	
168 Tidewater Di	City of Nortolk	1.11 30000	F	30 /o	U /0	1 /0	U /o	1 /0	U /o	1	0.003	0.517	42000	-
	To: From:	I-64												
168 Tidewater Dr	City of Norfolk	0.60 27000	F	99%	0%	1%	0%	0%	0%	F	0.085	0.618	30000	F
<u> </u>	To	SR 165 Little Ci	reek Rd											

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

		· ····································								17		D:		
Route	Jurisdiction	Length AADT	QA 4T	ire Bus		Tru 3+Axle	-		QC	K Factor	OK	Dir actor	AAWDT	QW
	From:	SR 165 Little C		201 201	10/	00/	00/	00/		0.404			17000	
168 Tidewater Dr	City of Norfolk	1.29 15000		0% 0%	1%	0%	0%	0%	С	0.101	Ü).657	17000	F
168 Tidewater Dr	City of Norfolk	Bay View I 1.01 11000		9% 0%	1%	0%	0%	0%	F	0.11	0).540	12000	F
168) Fide Water Er	To To	US 460 Gran		7,0 0,70		0 70	070	0 70		0.11		7.040	12000	
168 Tidewater Dr	City of Norfolk	0.75 8400	F 99	0% 0%	1%	0%	0%	0%	F	0.115	0).567	9100	F
100)	To:	US 60 Ocean V	iew Ave											
North	From:	SR 168; 1SR 168-P S	R 168-N015B											
168 Ramp	City of Chesapeake (Maint: 6	4) 0.21 NA US 17-N017C TO R	T 64 WEST							NA			NA	
North	From:	SR 168; 1SR 168-P S			I									
168 Ramp	City of Chesapeake (Maint: 6		K 100-1013A							NA			NA	
$\overline{}$	To	SR 168-N015C TO RT 1	7 SOUTH & 19	90	<u> </u>									
North 168 Ramp	City of Chesapeake (Maint: 6	4) 0.05 6700	F							0.142			7300	F
166)	To-	US 17-N017B FROM RT 17		4 NOP						011.12			. 555	•
North	City of Changage (Mainty C		G	4 NOK						0.127			5900	G
168 Ramp	City of Chesapeake (Maint: 6	I-64-W291A US								0.127			5900	G
North	From:	SR 168-N015B TO RT 1		90										_
168 Ramp	City of Chesapeake (Maint: 6									NA			NA	
	То:	SR 168-S015A TO RT 1	7 SOUTH & 19	90										
North	From:	SR 168 TO I-64								0.107			F100	_
168 Ramp	City of Norfolk (Maint: 64)	0.27 5100 I-64-W FROM RT 168 NORT	G TH-TIDEWATE	ER DRI						0.107			5100	G
North	From:	SR 168; 122-8626 TO I-6												
168)Ramp	City of Norfolk (Maint: 64)	0.20 5200	G							0.105			5200	G
	To:	I-64-E FROMRT 168 NORTH		R DRIV										
South	From:	1SR 168-P TO								0.004			10000	
168 Ramp	City of Chesapeake (Maint: 6									0.084			16000	G
South	To- From:	SR 168-N015C TO RT 1	7 SOUTH & 19	90										
168 Ramp	City of Chesapeake (Maint: 6	-	TO DT 464 64	0						NA			NA	
Coulde	Front	US 17 SR 190 FROM &		&										
South 168 Ramp	City of Norfolk (Maint: 64)	SR 168 TO I-6- 0.17 3500	G							0.090			3500	G
100)	To	I-64-E FROM RT 168 SOUT		R DRI										
South	From:	SR 168 TO I-64												
168 Ramp	City of Norfolk (Maint: 64)	0.13 3100	G							0.102			3100	G
	Too	I-64-W FROM RT 168 SOUT												
Bus 168 Battlefield Blvd	City of Chesapeake	SR 168 Chesapeake Express 2.70 15000			0%	1%	1%	0%	F	0.09	n	0.666	16000	G
108) Battlelield Bivd	Tr.	Indian Creel		/0 0/0	0 /3	1 /0	1 /0	0 /0	'	0.00	U		10000	u

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

_					_		Tru	ıck			Κ	. Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor Ql	(Factor	AAWDT	QV
Bus	From:		Creek Rd											
168 Battlefield Blvd	City of Chesapeake	1.55 1 9	9000 G	97%	0%	0%	1%	1%	0%	F	0.09	0.631	20000	G
Bus	To: From:	Center	ville Tpke											
168)Battlefield Blvd	City of Chesapeake	3.78 19	9000 G	97%	0%	0%	1%	1%	0%	F	0.084	0.646	20000	G
Bus	To: From:	SR 168 Grea	nt Bridge Bypas	S										
168 Battlefield Blvd	City of Chesapeake	0.28 6	900 G	99%	0%	1%	0%	0%	0%	F	0.086	0.557	7400	G
\smile		131-8802	Hanbury Rd											
Bus 168 Battlefield Blvd	City of Chesapeake		3000 G	99%	0%	1%	0%	0%	0%	F	0.087	0.531	14000	G
168 Battlefield Bivd	·				0 70	1 /6	0 /6	0 /6	0 /6	•	0.007	0.551	14000	
Bus	FIORE.	SR 165 S, Mount Ple	-											
168 165 Battlefield Blvd	City of Chesapeake	0.26 3 1	1000 G	99%	0%	1%	0%	0%	0%	С	0.083	0.505	33000	C
Bus	Tro- From:	SR 165 Nor	th; Cedar Road											
168 Battlefield Blvd	City of Chesapeake	1.24 36	6000 G	99%	0%	1%	0%	0%	0%	F	0.085	0.560	39000	C
D	To- From:	SR 190 Gre	eat Bridge Blvd											
Bus 168)Battlefield Blvd	City of Chesapeake	0.17 37	7000 G	99%	0%	1%	0%	0%	0%	F	0.085	0.611	40000	(
100)	To		it Bridge Bypas					• , •	*,*					
Bus Dawle Cald Divid	From:				00/	40/	00/	00/	00/	_	0.000	0.057	40000	,
168 Battlefield Blvd	City of Chesapeake		9000 G	99%	0%	1%	0%	0%	0%	F	0.082	0.657	42000	(
Bus	To: From:	Hollywood Ro	d; Oak Grove R	ld										
168 Battlefield Blvd	City of Chesapeake	0.68 50	0000 G	99%	0%	1%	0%	0%	0%	F	0.090	0.622	53000	C
Bus	To- From:	Volv	o Pkwy											
168)Battlefield Blvd	City of Chesapeake	0.58 67	7000 G	99%	0%	1%	0%	0%	0%	F	0.08	0.509	72000	(
\smile	To]	I-64											
Bus 168)(168)Battlefield Blvd	City of Chesapeake	0.35 67	7000 N	99%	0%	1%	0%	0%	0%	N	0.08	0.509	72000	١
168 (168) Battlefield Biva	To:		attlefield Blvd	0070	0 70		0 70	0 70	0 70		0.00	0.000	72000	•
Bus	From:	Bus SI	R 168 NB											
168 Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28 1 1	1000 G	99%	0%	0%	0%	0%	0%	С	0.081		11000	C
<u> </u>	To:	I-64	4- WB											
Bus	From:		R 168 NB	.=-/					221	_				
Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)		500 G 54- EB	97%	0%	1%	0%	1%	0%	С	0.08		9500	(
Dua	From:		ttlefield Blvd S											_
Bus 168)Ramp	City of Chesapeake (Maint: 64)		600 G	94%	0%	2%	1%	3%	0%	С	0.076		3600	(
100	To		64 W							_				
Bus	From:	Bus SR 168 E	Battlefield Blvd	S										
168 Ramp	City of Chesapeake (Maint: 64)		300 G	86%	1%	1%	2%	9%	1%	С	0.094		3300	C
\smile	To:	I-	-64 E											

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	- QI
	From:	SR 143 Me	llen St											
169)Mallory St	City of Hampton	0.07 830 0) N	98%	1%	1%	0%	0%	0%	Ν	0.083	0.554	8900	N
	Toc	SR 143 Co	inty St											
169)Mallory St	City of Hampton	0.15 8300		98%	1%	1%	0%	0%	0%	F	0.083	0.554	8900	(
109										•				
Mollow, Ct	City of Homoton	US 258 Merc		000/	1%	10/	00/	0%	00/	С	0.006	0.500	E000	(
169 Mallory St	City of Hampton	1.95 550 0) G	98%	176	1%	0%	0%	0%	C	0.086	0.568	5800	(
	To: From:	SR 351 E, Pem												
169 351 Pembroke Ave	City of Hampton	0.60 330 0) G	98%	1%	1%	0%	0%	0%	F	0.091	0.606	3600	(
\mathcal{O}	To:	SR 351 W, Pen	broke Ave											
Old Buckroe Rd	City of Hampton	1.37 540 0		98%	1%	0%	0%	0%	0%	С	0.086	0.589	5800	(
103)	To:	Fox Hill												
	From:	Old Buckr	oe Rd											
169)Fox Hill Rd	City of Hampton	1.08 1300	0 G	99%	1%	0%	0%	0%	0%	F	0.094	0.632	13000	(
\smile	To:	Woodlan	1 Rd											
169)Fox Hill Rd	City of Hampton	0.88 1900		99%	1%	0%	0%	0%	0%	С	0.094	0.591	20000	
109)	T-1													
F Lill B4	From:	Clemwood		000/	1%	00/	00/	00/	00/	F	0.000	0.007	00000	
Fox Hill Rd	City of Hampton	0.95 2500		99%	1%	0%	0%	0%	0%	г	0.092	0.607	26000	
		US 258; Merc												
	From:	SR 165 N Mil		2221						_				
170 Little Creek Rd	City of Norfolk	1.08 2400	0 F	98%	0%	1%	0%	1%	0%	F	0.084	0.528	26000	
<u> </u>	To: From:	Halprin I	Prive											
170)Little Creek Rd	City of Norfolk	0.48 2300	0 F	98%	0%	1%	0%	1%	0%	F	0.086	0.508	25000	
\mathcal{L}	To	SR 192 Azalea	Garden Rd											
170)Little Creek Rd	City of Norfolk	1.09 2100		98%	0%	1%	0%	1%	0%	F	0.088	0.52	23000	
170)=	To:	US 60 Shor		0070	0,0		0,0	. , 0	0 / 0	•	0.000	0.02		
	From	SR 143 Jeffer												
171)Oyster Point Rd	City of Newport News	0.70 4300		98%	0%	1%	1%	0%	0%	С	0.081	0.505	46000	(
171) Oyster Former tu	Oity of Newport News			30 70	0 70	1 /0	1 /0	0 /0	0 70	O	0.001	0.505	40000	•
	From:	121-12 Can								_			40000	
Oyster Point Rd	City of Newport News	0.17 4500	0 G	98%	0%	1%	1%	0%	0%	F	0.092	0.503	48000	•
<u> </u>	To: From	I-64				<u> </u>								
171 Victory Blvd	City of Newport News	0.74 4400	0 G	99%	0%	0%	0%	0%	0%	F	0.087	0.616	47000	
	To:	York Coun	y Line											
	From:	WCL Newpo												
171 Victory Blvd	York County	0.82 4500	0 G	99%	0%	0%	0%	0%	0%	С	0.086	0.544	48000	(
<u> </u>	To:	US 17 George Washi	ngton Mem	Hwy		\Box \vdash								
171 Victory Blvd	York County	0.35 2700	0 G	98%	0%	1%	0%	0%	0%	F	0.095	0.536	29000	(
\smile	Tool	SR 134 Hamp	ton Hyvy											
171)Victory Blvd	York County	1.02 1800		98%	0%	1%	0%	0%	0%	F	0.094	0.521	19000	(
1/1/ victory bivu	To:	99-600 Big B		JO 70	U 7/0	1 70	U /o	U 70	U 70	-	0.094	0.521	19000	,

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:	99-600 Big B	ethel Rd											
171 Victory Blvd	York County	1.48 1800	0 G	98%	0%	1%	0%	0%	0%	F	0.094	0.521	19000	G
\smile	To:	WCL Poqu												
Victory Blad	City of Poquoson	York Count		98%	0%	1%	0%	00/	0%	С	0.000	0.585	13000	G
171 Victory Blvd	City of Poquosoff	0.79 1200	0 G	96%	0%	1%	0%	0%	0%	C	0.089	0.565	13000	
	From:	SR 172 Wythe												
171 Little Florida Rd	City of Poquoson	1.00 1100	0 G	98%	0%	1%	0%	0%	0%	F	0.092	0.648	12000	(
<u> </u>	To: From:	Far Stre	et											
171)Little Florida Rd	City of Poquoson	0.44 7900	G	98%	0%	1%	0%	0%	0%	F	0.088	0.645	8400	(
\smile	To	Poquoson	Ave			— —								
171)Poquoson Ave	City of Poquoson	0.50 6700		99%	0%	0%	0%	0%	0%	С	0.098	0.627	7200	(
	To	Bunting	Dd											
171)Poquoson Ave	City of Poquoson	0.91 380 0		99%	0%	0%	0%	0%	0%	F	0.102	0.647	4000	(
171). 04000070	z.i, c. i equeco				0 70		0,0	0 70	0,0	•	002	0.0	.000	
- Paguagan Ava	City of Poguoson	147-7050 Ri 1.00 2800		99%	0%	0%	0%	0%	0%	F	0.113	0.634	3000	(
Poquoson Ave	City of Poquosoff	Messick		99%	076	0%	0%	076	0%	Г	0.113	0.634	3000	(
	From:	Poquoson												
171)Messick Rd	City of Poquoson	1.27 1600		99%	0%	0%	0%	0%	0%	F	0.102	0.617	1700	(
	To:	Messick	Pt											
East	From:	SR 171 Oyster	Point Rd											
171)Ramp	City of Newport News (Maint: 99)	0.33 8800	G								0.092		8800	(
\bigcup	Τα	I-64-I	3											
East	From:	SR 171 Oyster	Point Rd											
₁₇₁)Ramp	City of Newport News (Maint: 99)	0.25 200 0	G								0.133		2000	(
\smile	To:	I-64-V	I											
Vest	From:	SR 171 Oyster	Point Rd											
₁₇₁)Ramp	City of Newport News (Maint: 99)	0.26 520 0	G			<u> </u>					0.134		5200	(
\smile	To:	I-64-I	3											
Vest	From:	SR 171 Victo	ry Blvd											
₁₇₁)Ramp	City of Newport News (Maint: 99)	0.36 510 0									0.113		5100	(
$\underline{\hspace{0.1cm}}$	To:	I-64-V	I											
	From:	SR 134 Magrı	der Blvd											
172)Cmdr Shepard Blvd	City of Hampton	0.61 750 0	G	98%	1%	0%	0%	0%	0%	F	0.144	0.894	8000	(
<u> </u>	To	Armistead	Ave											
172)Cmdr Shepard Blvd	City of Hampton	0.42 1600		98%	1%	0%	0%	0%	0%	С	0.102	0.517	17000	(
\smile	То	NASA Mai	n Gate			—								
172)Armistead Ave	City of Hampton	0.85 1500		99%	0%	0%	0%	0%	0%	С	0.099	0.771	16000	(
172)	_ -				0 / 0		0,0	0 /0	0 / 0	J	0.000	071	10000	`
Whithe Creek Dd	To- From:	Semple Far		000/	00/	00/	00/	00/	00/		0.105	0.750	16000	,
172)Wythe Creek Rd	City of Hampton	1.03 1500	0 G	99%	0%	0%	0%	0%	0%	F	0.105	0.750	16000	

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

_							Tru	ıck			K	. Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor G	K Factor	AAWDT	Q'
	From:	NCL Har												
72) Wythe Creek Rd	City of Poquoson	1.08 1200	0 G	98%	0%	1%	1%	0%	0%	С	0.093	0.691	13000	(
	To: From:	SR 171 Little Florida												
Wythe Creek Rd	City of Poquoson	0.24 1200	0 G	98%	0%	1%	1%	0%	0%	F	0.09	0.613	13000	
<u> </u>	To: From:	Hudgins	Rd											
172 Wythe Creek Rd	City of Poquoson	0.62 770	0 G	98%	0%	1%	1%	0%	0%	F	0.088	0.601	8200	
<u> </u>	To:	Poquosor	ı Ave											
	From:	Moyer I		.=./										
173 Denbigh Blvd	City of Newport News	0.53 390		97%	1%	1%	0%	0%	0%	С	0.088	0.550	4200	
	From:	Catalina Catalina												
173)Denbigh Blvd	City of Newport News	0.74 890		97%	1%	1%	0%	0%	0%	F	0.088	0.542	9500	
	т	Lucas Cre	ak Dd											
173)Denbigh Blvd	City of Newport News	0.55 1500		97%	1%	1%	0%	0%	0%	F	0.087	0.637	16000	
173)	Tool						- , -							
173) Denbigh Blvd	City of Newport News	US 60 Warw 1.14 290 0		98%	0%	1%	0%	0%	0%	С	0.079	0.514	31000	
173 Denbigh Biva	only of Newport News			30 /6	0 76	1 /6	0 76	0 /6	0 /8	O	0.073	0.514	31000	
Doublab Dhid	City of November 1	SR 143 Jeffe		000/	00/		00/	00/	00/	F	0.000	0.010	00000	
Denbigh Blvd	City of Newport News	1.32 3000 York Coun		99%	0%	0%	0%	0%	0%	F	0.089	0.612	32000	
	From:	NCL Newpo	-											
173)Denbigh Blvd	York County	2.18 150 0	0 A	99%	0%	0%	0%	0%	0%	С	0.098	0.572	16000	
\mathcal{L}	Τα	US 17 GW N	1em Hwy											
173)Goodwin Neck Rd	York County	1.05 880		93%	0%	1%	4%	2%	0%	С	0.08	0.538	9300	
	To:	99-630 Wolf	Tran Dd											
173)Goodwin Neck Rd	York County	1.10 440		93%	0%	1%	4%	2%	0%	F	0.09	0.528	4700	
110)	Too													
173)Goodwin Neck Rd	York County	99-718 Back 2.23 180		93%	0%	1%	4%	2%	0%	F	0.087	0.611	1900	
173) GOOGWIII NEOK HU	To:	99-629 East of Tampi			0 70		470	270	070	•	0.007	0.011	1000	
	From:	Bus US 220 V												
174)Kings Mountain Rd	Henry County	1.45 1200		96%	1%	1%	0%	2%	0%	С	0.096	0.680	13000	
3	To		M D											
174)Kings Mountain Rd	Henry County	44-1172 Kings 1.12 120 0		96%	1%	1%	0%	2%	0%	F	0.093	0.604	13000	
174) Migo Modifican Flo	- F			00/0	1 /0	. /0	0 /0	- /0	0 /0	'	0.000	0.004	10000	
Kings Mountain Pd	Hann County	SR 108 Figs 1.72 130 0		96%	1%	1%	0%	2%	0%	F	0.091	0.528	15000	
Kings Mountain Rd	Henry County			90%	1 70	170	U%	4 %	U%	Г	0.091	0.528	13000	
Life and a Qu	To From	NCL Mart		000/	401		061	00′	001		0.000	0.500	4 4000	
174 Liberty St	City of Martinsville	0.49 1300	0 F	96%	1%	1%	0%	2%	0%	F	0.092	0.563	14000	
	To: From:	Inman												
174)Liberty St	City of Martinsville	0.20 130 0	0 F	96%	1%	1%	0%	2%	0%	F	0.091	0.56	15000	
\smile	To:	Clearvie	w Dr											

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

Б				4.77	_		Tru	ıck		-00	K	Dir	4 4 14/DT	- 01
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
	From:	Clearview I								_				_
174 Liberty St	City of Martinsville	0.60 8300	F	96%	1%	1%	0%	2%	0%	С	0.087	0.596	9000	F
<u> </u>	100	Commonwealth												
	From:	US 13 Lankford								_				
Chincoteague Rd	Accomack County	1.65 7500	Α	97%	0%	1%	1%	1%	0%	С	0.117	0.54	7600	F
<u> </u>	To: From:	01-704 Coardto	wn Rd											
175)Chincoteague Rd	Accomack County	1.87 8700	G	97%	0%	1%	1%	1%	0%	F	0.096	0.58	8800	(
\smile	To	01-798 Mill Da	m Rd											
175)Chincoteague Rd	Accomack County	4.86 8300	G	97%	0%	1%	1%	1%	0%	F	0.091	0.507	8300	(
	To	WCL Chincote	nomio											
175)Chincoteague Rd	Town of Chincoteague (Maint: 01)	2.45 8200	G	97%	0%	1%	1%	1%	0%	F	0.088	0.525	8500	(
173) 611661.648346 116	To:	Main St		01 70	0 70	$\overrightarrow{}$	1 70	1 /0	070	•	0.000	0.020	0000	•
	From:	SR 175 Chincotea	ana Dd											
175	Town of Chincoteague (Maint: 01)	0.52 NA	igue Ku								NA		NA	
175	To:	South Main	St								14/1		1471	
	From:													
176)Bennett St	Town of Parksley (Maint: 01)	SR 316 Cossati 0.38 2800	G	95%	2%	2%	0%	1%	0%	С	0.107	0.592	2900	(
176) Berniett of	Town of Landsley (Maint. 01)			33 76	2 /0	270	0 70	1 /0	0 70	O	0.107	0.552	2300	
Device less Del	To: From:	ECL Parksle	_	050/	00/	20/	00/	40/	00/		0.000	0.504	0000	
176) Parksley Rd	Accomack County	2.20 2800	G	95%	2%	2%	0%	1%	0%	F	0.092	0.521	2900	(
	-	US 13 Lankford												
Tolor Dd	Manatana manara Canarta	60-600 S, Tyle		070/	0%	10/	10/	40/	00/	_	0.100	0.505	10000	
177) Tyler Rd	Montgomery County	2.33 11000	G	97%	0%	1%	1%	1%	0%	С	0.103	0.535	12000	(
	To: From:	SCL Radford; Ro												
177)Tyler Ave	City of Radford	0.86 8000	G	97%	0%	1%	1%	1%	0%	F	0.107	0.594	8500	(
<u> </u>	To: From:	Auburn Av	e											
177)Tyler Ave	City of Radford	0.78 11000	G	97%	0%	1%	1%	1%	0%	F	0.105	0.587	12000	(
\smile	To	Adams St	,											
177)Tyler Ave	City of Radford	0.44 9100	G	97%	0%	2%	0%	1%	0%	С	0.090	0.501	9700	(
	Tox	US 11 E Mair												
	From:	SR 177 Tyler				i								
177)Ramp to I-81 N at Exit 109	Montgomery County	0.20 3900	G								0.113		3900	
177)	To:	I-81 N									011.10		0000	
	From	Ramps SR 177 N000B;	SD 177 S	OOOR										
177)Ramp to I-81 S at Exit 109	Montgomery County	0.12 1100	G	OUUD							0.116		1100	(
1777	Tre	I-81 S									5.115		1100	•
lorth	From		D.d			<u> </u>								
North 177)Ramp toward I-81 S at Exit 109	Montgomery County	SR 177 N, Tyle 0.03 1100	G G								0.091		1100	(
1// / ramp toward 1-01 3 at Exit 109	workgomery County	0.00 1100	G								0.031		1100	,

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

Devite	London Markens	Learning AART		4	D		Tru	ıck		-00	K	Dir	A A \ A \ \ C T	014
Route	Jurisdiction	Length AADT	QA	41 ire	Bus		3+Axle			QC	Factor QK	Factor	AAWDT	QV
South	From:	SR 177 S, Tyler												_
177) Ramp toward I-81 S at Exit 109	Montgomery County	0.06 1000	G								0.116		1000	G
	To:	Ramp SR 177	В											
	From:	Bus US 13, Linco		2721						_				_
Main St	Town of Exmore (Maint: 65)	0.36 2100	G	97%	0%	1%	0%	1%	0%	С	0.1	0.525	2100	G
	To: From:	US 13 Lankford												
178 Belle Haven Rd	Town of Exmore (Maint: 65)	0.15 3100	G	99%	0%	0%	0%	0%	0%	F	0.099	0.604	3200	C
	To: From:	SCL Belle Hav												
178)Belle Haven Rd	Town of Belle Haven (Maint: 65)	0.35 3600	G								0.099	0.604	3600	C
178)2010 1141011 114	To:	Accomack County									0.000	0.00	0000	Ī
	From:	Northampton Coun												
178)Belle Haven Rd	Town of Belle Haven (Maint: 01)	0.48 3000	G	99%	0%	0%	0%	0%	0%	F	0.097	0.582	3100	G
	To From:	SR 181 King St; M	1ain St			\neg \vdash								
178)Shields Bridge Rd	Town of Belle Haven (Maint: 01)	1.24 1700	G	99%	0%	0%	0%	0%	0%	F	0.088	0.745	1700	C
\smile	Tα	WCL Belle Hav	ven											
178)Shields Bridge Rd	Accomack County	2.67 1700	N	99%	0%	0%	0%	0%	0%	Ν	0.088	0.745	1700	١
3	To	01-615 Cradockvi	11. D.d											
178)Boston Rd	Accomack County	3.95 1000	G	99%	0%	0%	0%	0%	0%	С	0.099	0.689	1100	(
178) Booton Fid	7.000maok Gounty			0070	0 70		0 70	0 70	0 70	Ü	0.000	0.000	1100	
178)Bobtown Rd	Accomack County	01-609 S, Big Pin 0.38 1700	ne Rd G	99%	0%	0%	0%	0%	0%	F	0.087	0.606	1800	Ċ
1/8 BODIOWII NO	Accomack County			99 /o	0 /6	0 /6	0 /6	0 /0	0 /6	•	0.007	0.000	1000	C
	To: From:	SR 180 S, Harbort											2122	
178 180 Bobtown Rd	Accomack County	0.03 2100	G	99%	0%	0%	0%	0%	0%	F	0.099	0.664	2100	G
	To: From:	SR 180 N, Pungotea												
178 Bobtown Rd	Accomack County	1.90 1700	G	99%	0%	0%	0%	0%	0%	F	0.089	0.636	1800	C
	To:	01-620 Wharehou	se Rd											
	From:	01-1023 King St												
179 Market St	Town of Onancock (Maint: 01)	0.36 2500	G	98%	0%	1%	0%	0%	0%	F	0.119	0.673	2700	G
<u> </u>	To: From	W 01-658 North S	Street			\Box \vdash								
179)Market St	Town of Onancock (Maint: 01)	1.16 5600	G	98%	0%	1%	0%	0%	0%	С	0.099	0.518	5900	C
\smile	To: From:	SR 126 Fairgroun	ds Rd											
179)Market St	Town of Onancock (Maint: 01)	0.09 6100	G	98%	0%	1%	0%	0%	0%	F	0.094	0.534	6300	(
\smile	Tα	ECL Onancoc	·k											
179)	Accomack County	0.69 6100	N	98%	0%	1%	0%	0%	0%	Ν	0.094	0.534	6300	Ν
.,,,,	Tod													
179)Main St	Town of Onley (Maint: 01)	WCL Onley 0.64 6100	N	98%	0%	1%	0%	0%	0%	N	0.094	0.534	6300	Ν
1/9/1/1011	To	US 13 Bus	- 11	JU /0	0 /0	1/0	0 /0	0 /0	0 /0	1 4	0.007	0.504	0000	,
	From:	Dead End												
180)Shore Dr	Accomack County	0.18 150	G	97%	1%	1%	1%	1%	0%	F	0.142	0.604	160	G
100/5/10/5	To:	Harborton Ro		<i>31</i> /3	1 /0		1 /0	1 /0	0 /0	•	J. 1-72	0.004	100	_

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Shore Dr				1								
180)Harborton Rd	Accomack County	0.85 400	G	97%	1%	1%	1%	1%	0%	F	0.111	0.622	410	G
	To	01-631 Hacksnec	Jr D.J											
Harborton Rd	Accomack County	2.03 850	G	97%	1%	1%	1%	1%	0%	F	0.102	0.571	870	Ċ
180) 1 181 201 101 118	To:	SR 178 S, Bobtov		01 70	1 /0		1 /0	1 /0	0 70	•	0.102	0.071	070	
	From:	S SR 178	vii Ku											
180 (178) Bobtown Rd	Accomack County	0.03 2100	G	99%	0%	0%	0%	0%	0%	F	0.099	0.664	2100	(
	To:	N SR 178												
	From:	SR 178 N, , Bobto								_				
180) Pungoteauge Rd	Accomack County	2.89 780	G	97%	1%	1%	1%	1%	0%	С	0.098	0.583	810	C
	To:	WCL Keller				\neg \vdash								
180	Town of Keller (Maint: 01)	0.46 780	N	97%	1%	1%	1%	1%	0%	Ν	0.098	0.583	810	Ν
	To:	US 13 S, Lankford	1 Hwy											
	From:	S US 13												
180) (13) Lankford Hwy	Town of Keller (Maint: 01)	0.45 19000	G	92%	0%	1%	1%	6%	0%	F	0.079	0.511	17000	C
	To: Group	CL Keller				\neg								
180 (13) Lankford Hwy	Accomack County	0.01 19000	N	92%	0%	1%	1%	6%	0%	Ν	0.079	0.511	17000	١
	To:	US 13 NORT	Ή											
	From:	US 13 N, Lankford												
180)Wachapreague Rd	Accomack County	4.07 1100	G	97%	1%	1%	1%	1%	0%	F	0.092	0.584	1200	C
<u> </u>	To: From:	WCL Wachapre	ague											
180 Main St	Town of Wachapreague (Maint: 01)	0.28 1100	N	97%	1%	1%	1%	1%	0%	Ν	0.092	0.584	1200	١
\bigcirc	Τα	01-1701 Atlantic	Ave											
Wye	From:	SR 180 Main	St											
180 Brooklyn St	Town of Wachapreague (Maint: 01)	0.42 120	G	95%	1%	2%	0%	2%	0%	С	0.164	0.579	120	C
	To:	01-1712 Richardso	on Ave											
Wye	From:	01-1712; Brookly												
180) Richardson Ave	Town of Wachapreague (Maint: 01)	0.13 170	G	95%	1%	2%	0%	2%	0%	F	0.131	0.692	170	C
\smile	^{Τα} 0	1-1706 Church St; WCL	Wachap	reague										
	From:	01-609 Main												
181 Main St	Town of Belle Haven (Maint: 01)	0.25 1800	G	97%	0%	1%	1%	0%	0%	F	0.109	0.511	1800	C
\smile	To:	SR 178 Shields Bri	_											
King Ct	Tarrier of Dalla Harray (Majest Od)	SR 178 Belle Hav		070/	00/	10/	10/	00/	00/	_	0.100	0.501	000	,
181 King St	Town of Belle Haven (Maint: 01)	0.32 810	G	97%	0%	1%	1%	0%	0%	С	0.102	0.591	830	C
	To: From:	ECL Belle Hav				 								
181)King St	Accomack County	0.38 810	N	97%	0%	1%	1%	0%	0%	N	0.102	0.591	830	Ν
\sim	To	US 13 Lankford	Hwy											
	From:	US 13 Lankford	Hwy											
182 Mappsburg Rd	Town of Painter (Maint: 01)	0.65 1000	G	98%	0%	1%	0%	1%	0%	F	0.105	0.595	1000	(
\smile	Τα	ECL Painter												
182)Quinby Bridge Rd	Accomack County	3.06 820	G	98%	0%	1%	0%	1%	0%	С	0.097	0.517	840	G
102/ dame, bridge Ha	7.000maon Odunty	0.00 020	-	00/0	U /U	. /0	0 /0	. /0	0 /0	9	0.007	0.017	5-10	_

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	- QV
	From:	65-613 Near Sil	ver Beach											
183)Occohannock Neck Rd	Northampton County	6.94 1400	G	97%	1%	1%	1%	1%	0%	С	0.11	0.550	1500	G
	To: From:	WCL Exn	nore			\neg \vdash								
183)Occohannock Neck Rd	Town of Exmore (Maint: 65)	0.51 1300	G	97%	1%	1%	1%	1%	0%	F	0.14	0.504	1400	G
	To:	Bus US	13											
		55-1101 Pine St; 65-110												
184 Bay Ave;Mason Ave	Town of Cape Charles (Maint: 65)	1.21 1400	G	97%	1%	1%	1%	1%	0%	F	0.109	0.552	1400	G
	To: From:	65-1105 Fig St; 65-111												
184 Stone Rd	Town of Cape Charles (Maint: 65)	0.21 1400	N	97%	1%	1%	1%	1%	0%	N	0.109	0.552	1400	١
<u> </u>	To: From:	Heritage Ac	res Ct											
184)Stone Rd	Town of Cape Charles (Maint: 65)	0.06 3900	G	97%	1%	1%	1%	1%	0%	С	0.104	0.524	3900	G
<u> </u>	To: From:	ECL Cape C	harles											
184 Stone Rd	Northampton County	1.72 3900	N	97%	1%	1%	1%	1%	0%	Ν	0.104	0.524	3900	Ν
\smile	To:	US 13 South of	Bayview											
	From:	85-686 South												
185 Stoney Creek Blvd	Shenandoah County	0.08 4300	G	95%	0%	1%	1%	3%	0%	С	0.094	0.501	4600	G
	To: From:	I-81												
185)Stoney Creek Blvd	Shenandoah County	0.26 4000	N	95%	0%	1%	1%	3%	0%	N	0.092	0.512	4200	Ν
<u> </u>	To: From:	WCL Edin	burg											
185)Stoney Creek Blvd	Town of Edinburg (Maint: 85)	0.66 4000	G	95%	0%	1%	1%	3%	0%	F	0.092	0.512	4200	G
	To:	US 11 Ma	n St											
	From:	SR 185 Stoney C												
185 Ramp to I-81 S at Exit 279	Shenandoah County	0.21 1000	G								0.12		1000	G
	10:	I-81 S												
185) Ramp to I-81 N at Exit 279	Shenandoah County	SR 185 Stoney C 0.26 1300	reek Blvd G								0.116		1300	G
185 Hamp to 1-81 N at Exit 279		0.26 1300 I-81 N	<u> </u>								0.116		1300	C
	From:	North Carolina	Stata I ina											
Hugo Rd	Southampton County	2.98 930	F	76%	1%	2%	2%	20%	0%	С	0.083	0.573	960	F
100) 1090 110	To				. , •		_,,	_0 /0	0,0	Ū	0.000	0.07.0		
100	Town of Branchville (Maint: 87)	WCL Branc 0.62 930	hville N	76%	1%	2%	2%	20%	0%	N	0.083	0.573	960	1
186	Town of Branchvine (Maint. 67)			7078	1 /0		2 /0	20 /0	0 78	IN	0.003	0.575	300	'
Dittmon Dd	From	ECL Branc		769/	10/	20/	20/	200/	00/		0.001	0.505	1200	-
186 Pittman Rd	Southampton County	2.35 1300	F	76%	1%	2%	2%	20%	0%	F	0.091	0.595	1300	F
	From	WCL Boy		7051			051	000	000		0.000		1000	
186 Pittman Rd	Town of Boykins (Maint: 87)	0.26 1700	F . 7.1	76%	1%	2%	2%	20%	0%	F	0.089	0.566	1800	F
	10:	SR 35 Meher												
187)Guilford Rd	From	01-658 Winterville			00/		00/	10/	00/	_	0.400	0.547	470	_
187 /Guiltord Ha	Accomack County	1.06 460	G	97%	0%	2%	0%	1%	0%	F	0.109	0.547	470	G

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		WCL Bloxom	1												
187)Shoremain Dr	Town of Bloxom (N	Maint: 01) 0.45	460	N	97%	0%	2%	0%	1%	0%	Ν	0.109		0.547	470	Ν
	Tœ	SR	316 Bayside	Dr												
187)Shoremain Dr	From: Town of Bloxom (N		1300	G	97%	0%	2%	0%	1%	0%	F	0.089		0.774	1300	G
101)	Too	,	ECL Bloxom													
187)Nelsonia Rd	From: Accomack Co		1500	G	97%	0%	2%	0%	1%	0%	С	0.08		0.570	1600	Ċ
87 Noisonia rid	Accomack of				37 70	0 70		0 70	1 /0	0 70	O	0.00		0.570	1000	
Malagria Del	From:		13 Lankford I	_	97%	0%	2%	00/	10/	00/	F	0.000		0.505	670	(
87 Nelsonia Rd	Accomack Co		650	G	97%	0%	2%	0%	1%	0%	г	0.099		0.585	670	(
		01-0	79 Metompki				J									
Bus Bus	in Ct. Town of Clifton		Ridgeway St		070/	00/	10/	10/	10/	00/	_	0.000			4700	,
88 60 220 188 Ma	in St Town of Clifton	· ·	4500	G	97%	0%	1%	1%	1%	0%		0.089			4700	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	97%	1%	1%	0%	1%	0%	F	NA			9600	(
	From:	US 6	Keswick St 60 Par, Keswi	ck St												
88)Main St	Town of Clifton		230	G	99%	0%	0%	0%	0%	0%	F	0.146			240	(
00)	Combined Traffic Estimates for 2 Parallel	_	2100	G	98%	0%	0%	1%	0%	0%	F	0.099	F	0.63	2200	(
	To:		IcCormick Blv													
	From:		Main St													
88 McCormick Blvd	Town of Clifton	Forge 0.07	230	G	99%	0%	0%	0%	0%	0%	F	0.136			240	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1800	G	98%	0%	0%	1%	0%	0%	F	0.095	F	0.503	1900	(
	To:	SR 1	88 Par, Chur	ch St												
88 McCormick Blvd	Town of Clifton	Forge 0.23	720	G	99%	0%	0%	0%	0%	0%	С	0.108		0.512	770	(
<u> </u>	To:		Lafayette St													
	From:		IcCormick Bly		2221						_					
88 Lafayette St	Town of Clifton	Forge 0.07	280	G	99%	0%	0%	0%	0%	0%	F	0.101		0.576	300	(
	From:		Rose Ave Lafayette St													
88 Rose Ave	Town of Clifton	Forge 0.22	550	F	97%	2%	0%	0%	0%	0%	С	0.102		0.5	600	F
00)	To:	- 3-	Tremont St													
	From:		Rose Ave													
788 Tremont St	Town of Clifton	Forge 0.03	550	F	97%	2%	0%	0%	0%	0%	С	0.102		0.5	600	F
<u> </u>	To:		Sioux Ave													
88 Sioux Ave	Town of Clifton	Forge 0.17	Tremont St 550	F	97%	2%	0%	0%	0%	0%	С	0.102		0.5	600	F
88 Gloux Ave	To:		5-3551 Sioux A		31 /0	2 /0	0 /0	0 /6	0 /0	0 /6	C	0.102		0.5	000	
	Front	103		AVC												
Bus Bus	lgeway St Town of Clifton	Forge 0.07	Main St 4900	G	97%	1%	2%	0%	1%	0%	С	0.09		0.598	4900	(
88 (60) (220) (188 Rid		•		G	97% 97%	1%					F	0.090	F			(
	Combined Traffic Estimates for 2 Parallel		9400 6 60 Commerc			170	1%	0%	1%	0%	Г	0.090	Г	0.531	9600	(
	From:		Bus US 220, E													
88 Commercial Ave	Town of Clifton		1100	G	98%	0%	0%	1%	0%	0%	F	0.104		0.715	1200	C
P	Combined Traffic Estimates for Parallel	•	. NA									NA			NA	
	To:	Bus US 60 Par,		Par. Ma	in Street											

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

-									т				1/		D:-		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From	Bus U	S 60 Par, 1	Bus US 220) Par, Ma	in Street		1	01717110	TTTGII	Ziiaii		1 40101		1 40101		
(188) Commercial Ave	Town of Cliftor		0.06	1800	G	98%	0%	0%	1%	0%	0%	F	0.096		0.586	2000	G
B	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	2100	G	98%	0%	0%	1%	0%	0%	F	0.099	F	0.63	2200	G
	To	c	(Church Stre	et												
	From			ommercial A													
1 _{β8} Church St	Town of Cliftor		0.07	1600	G	98%	0%	0%	1%	0%	0%	С	0.099		0.515	1700	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this		1800	G	98%	0%	0%	1%	0%	0%	F	0.095	F	0.503	1900	G
	То	c.	SR 188	8 McCormi	ick Blvd												
	From	E.		8 Smiths F													
(189) South Quay Rd	Southampton (County	2.20	2000	F	98%	0%	1%	0%	1%	0%	F	0.087		0.629	2100	F
	To		87-	714 Pretlov	w Rd			\neg \vdash									
(189)South Quay Rd	Southampton (County	0.22	2200	F	98%	0%	1%	0%	1%	0%	F	0.102		0.591	2300	F
	To	c	· ·	SCL Suffol	k												
	From	:		ampton Cou													
189 S Quay Rd	City of Suff	folk	1.36	1700	G	98%	0%	1%	0%	1%	0%	С	0.102		0.718	1800	G
	To		133	3-666 Gates	s Rd												
(189) Great Mill Rd	City of Suff	folk	0.82	3600	G	98%	0%	1%	0%	1%	0%	F	0.087		0.659	3800	G
\bigcirc	То		SR 27	72 South Qu	nav Rd												
189 Great Mill Hwy	City of Suff	folk	0.55	2400	G	98%	0%	1%	0%	1%	0%	F	0.087		0.659	2500	G
189)	To	:		US 58													-
	From	:	Ra	amp To US	58												
(189)(189)Ramp	City of Suff	folk	0.08			See	VA 18	39 for dir	ectional	traffic v	volume e	estima	ates for th	nis se	gment.		
\bigcirc	То	c		amp to US													
C Parana	From City of Outfl	·		np From SE									0.400			000	_
189 (189) Ramp	City of Suff	TOIK	0.26	600	G								0.122			600	G
				US 58													
(189) (58) (189) Franklin Bypa	ass City of Suff	folk	1.01	18000	G	85%	1%	1%	1%	13%	0%	F	0.077		0.532	17000	G
\bigcirc \bigcirc \bigcirc	To	-		SR 272				\neg \vdash									
(189) (58) (189) S Quay Rd	City of Suff	folk	4.23	20000	G	85%	1%	1%	1%	13%	0%	F	0.077		0.6	19000	G
, , , , , , , , , , , , , , , , , , , ,	То	c	SR	189 S Qua	y Rd												
	From		US 5	8 Holland I	Bypass												
(189)S Quay Rd	City of Suff	folk	0.37	680	G	90%	1%	2%	3%	3%	0%	С	0.094		0.558	720	G
$\overline{}$	To From		Cu	mberland I	Lane												
189 S Quay Rd	City of Suff		0.12	870	G	90%	1%	2%	3%	3%	0%	F	0.101		0.593	930	G
,	To	c		Bus US 58													
	From		SR 189.	-S005A TO) RTE 58												
(189)Ramp	City of Suff	folk	0.26	600	G								0.122			600	G
,	To	·		FROM R	-								·				
North	From	c CD		189-P TO		ΔST		-									
(189)Ramp	City of Suff	510	0.08	320	G G	1101							0.141			320	G
109), (11)	To	:		-S005A TO									0.171			020	J
		1	DIX 109.	SOUSA IU	ALE JO												

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

Route	Jurisdiction	Length AAD	AO T	4Tire	Bus			uck		QC	K	Dir OK	AAWDT	O/
	Francis					2Axle	3+Axle	1Trail	2Trail	۵5	Factor	Factor		۵,
South	City of Suffolk	1SR 189-P TO R 0.05 28 0		ST							0.111		280	
189 Ramp	City of Suffork	SR 189-N005A SR 18		OTE 50							0.111		200	•
	E													
189) 58 Ramp	City of Suffolk	US 58-W451B TO 0.03	RTE 258 &		a LIC E	o for dire	actional	troffic	رماییسم د	otimo	ites for this	acament		
189 (58) Ramp	City of Suffork	US 258 G	on TO	36	e 03 30	o loi dire	Bullona	traine v	olullie e	501116	iles ioi illis	segment.		
	From:	SR 18												
189 58 189 Franklin Bypass	City of Suffolk	1.01 1800		85%	1%	1%	1%	13%	0%	F	0.077	0.532	17000	(
1,000 (100)	To													
189) (58) (189) S Quay Rd	City of Suffolk	SR 272 South 4.23 200 0		85%	1%	1%	1%	13%	0%	F	0.077	0.6	19000	(
189 (58) (189 S Quay Rd	To:	4.23 2000 SR 18		00 /6	1 /0		1 /0	13 /6	0 /6		0.077	0.0	13000	`
	Erons					! 								
190)Great Bridge Blvd	City of Chesapeake	SR 166 Bainb 0.83 380		93%	0%	1%	3%	2%	0%	С	0.096	0.511	4100	(
190) Great Bridge Bivd	Oity of Chesapeake	0.03 360	J G	93 /6	0 /6	1 /0	3 /0	2/0	0 /6	C	0.030	0.511	4100	`
	To: From:	131-8763 Cam												
190 Great Bridge Blvd	City of Chesapeake	0.30 810	0 G	93%	0%	1%	3%	2%	0%	F	0.096	0.605	8600	(
<u> </u>	To: From:	I-64												
Great Bridge Blvd	City of Chesapeake	0.26 120 0	0 G	98%	0%	1%	1%	0%	0%	F	0.085	0.655	13000	(
\smile	To	US 17 Domin	nion Blvd											
190)Great Bridge Blvd	City of Chesapeake	2.34 120 0		98%	0%	1%	1%	0%	0%	С	0.101	0.615	13000	(
190)	T-						.,.			_				
Kompovillo Dd	From:	Bus SR 168 Bat 0.48 2800		97%	0%	0%	2%	1%	0%	F	0.093	0.588	30000	(
190 Kempsville Rd	City of Chesapeake	0.48 260 0	0 G	97%	0%	0%	2%	170	0%	Г	0.093	0.566	30000	(
	T.c. From:	Clearfield												
190 Kempsville Rd	City of Chesapeake	0.81 290 0	0 G	97%	0%	0%	2%	1%	0%	С	0.093	0.539	31000	(
<u> </u>	To: From:	Greenbrie	Pkwy											
190)Kempsville Rd	City of Chesapeake	1.81 200 0	0 G	99%	0%	0%	1%	0%	0%	F	0.103	0.526	22000	(
<u> </u>	To	Volvo P	kww											
190)Kempsville Rd	City of Chesapeake	0.49 2300		99%	0%	0%	1%	0%	0%	F	0.103	0.526	24000	(
190)	To:	WCL Virgin		0070	0,0		. , ,	0,0	0,0	•	01.00	0.020		
	From:	ECL Ches												
190)Kempsville Rd	City of Virginia Beach	1.00 2800	0 F	99%	0%	0%	1%	0%	0%	F	0.102	0.506	30000	ı
\smile	Tœ	Centerville	Toke			<u> </u>								
190)Kempsville Rd	City of Virginia Beach	1.52 3300		99%	0%	0%	1%	0%	0%	С	0.086	0.543	35000	
130)	To		- D.1											
Kompovillo Bd	City of Virginia Beach	Indian Riv		99%	0%	09/	10/	00/	00/	F	0.001	0 500	20000	
190 Kempsville Rd	City of Virginia Beach	1.29 2600	о r	99%	U 70	0%	1%	0%	0%	Г	0.091	0.589	29000	ı
	To: From:	Providen												
190 Kempsville Rd	City of Virginia Beach	0.98 2800	0 F	99%	0%	0%	1%	0%	0%	С	0.091	0.569	30000	-
<u> </u>	To: Econo	SR 165 Princes	s Anne Rd			\Box \vdash								
190)Witchduck Rd	City of Virginia Beach	0.72 2600	0 F	99%	0%	0%	1%	0%	0%	F	0.083	0.585	28000	I
	To:	I-26-	1											

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

.			:	_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT Q	A 41 ire	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
Witchduck Dd	From:	I-264	98%	. 0%	10/	00/	10/	00/	С	0.076	0.507	21000	F
190 Witchduck Rd	City of Virginia Beach			0%	1%	0%	1%	0%	C	0.076	0.507	31000	
190)Witchduck Rd	City of Virginia Beach	US 58 Virginia Beach E 1.29 15000 I	= 99%	0%	1%	0%	0%	0%	F	0.092	0.528	17000	F
190) Witchdack Ha	Oity of Virginia Beach			0 70	170	0 70	0 70	0 70	•	0.032	0.020	17000	
190)Pembroke Blvd	City of Virginia Beach	134-8740 Jericho Rd	99%	0%	1%	0%	0%	0%	С	0.087	0.517	10000	F
190)	Tα	SR 225 Independence E					• , •	• , •					
	From:	SR 190-N013A FROM V	VITC										
190)Ramp	City of Virginia Beach (Maint: 75	i) 0.21 6500 (à							0.090		6500	(
	Тα	I-264-E FROM RT 19	00										
	From:	SR 190 TO I-264											
190 Ramp	City of Virginia Beach (Maint: 75	,								0.086		13000	(
	Form	I-264-W FROM RT 19	90										
North 190 Ramp	City of Virginia Beach (Maint: 75	SR 190 TO I-264 5) 0.03 NA								NA		NA	
190) (4.11)	To:	SR 190-S013A SR 190- 13A FR	OM WITC	;						14/1		1471	
South	From:	SR 190 TO I-264											
190)Ramp	City of Virginia Beach (Maint: 75									NA		NA	
	To:	SR 190-N013A FROM V	VITC										
	From:	SR 191, S Military Hv											
191) (13) (460)	City of Chesapeake		91%	1%	2%	2%	4%	0%	F	0.137	0.723	7300	(
<u> </u>	i ot From:	AIRLINE BLVD US 58 Airline Blvd											
191)Jolliff Rd	City of Chesapeake		3 98%	0%	1%	1%	0%	0%	С	0.132	0.649	3100	(
	To	Dock Landing Rd											
191 Jolliff Rd	City of Chesapeake		3 99%	0%	0%	0%	0%	0%	С	0.121	0.502	3900	(
	Tα	SR 337 Portsmouth Bl											
	From:	SR 165 Military Hwy	/										
192) Azalea Garden Rd	City of Norfolk		97%	1%	1%	1%	1%	0%	F	0.107	0.564	13000	I
	To:	SR 170 Little Creek											
O a surved a surve Billion	From:	SR 7 Leesburg Pike	- 000/	10/	10/	40/	00/	00/	0	0.004	0.00	10000	
193 Georgetown Pike	Fairfax County	3.98 17000 i	98%	1%	1%	1%	0%	0%	С	0.081	0.62	19000	
	From:	W 29-683 Leigh Mill I			\Box							.=	
193 Georgetown Pike	Fairfax County	2.36 16000 I	98%	1%	1%	1%	0%	0%	F	0.082	0.647	17000	l
	To: From:	29-676 Towlston Rd							_				
193 Georgetown Pike	Fairfax County	1.55 15000 i	98%	1%	1%	1%	0%	0%	F	0.088	0.622	17000	I
	T _{cc} From:	Urban Boundary			\supset			• • •					
193 Georgetown Pike	Fairfax County	1.39 22000 i	98%	1%	1%	1%	0%	0%	F	0.089	0.570	24000	١
	To: From:	I-495 Capital Beltwa											
193)Georgetown Pike	Fairfax County		97%	1%	1%	0%	0%	0%	С	0.105	0.787	13000	
\sim	To:	29-3563 Chain Bridge	Rd										

5/2/2016

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

							Trι	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT G	Α 4Ti	re Bu	S	e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		3 Chain Bridge	Rd											
93)Georgetown Pike	Fairfax Cour	nty 0.50	9300	97	% 1%	1%	0%	0%	0%	F	0.126		0.812	10000	
<u> </u>	To:	SR 123 I	Oolley Madison	Blvd											
	From:		Georgetown P	ike											
193)Ramp	Fairfax Cour	•		=							0.127			15000	
<u> </u>	To:		I-495 North												
	From:		Georgetown P												
193)Ramp	Fairfax Cour			•							0.084			78000	
<u> </u>	Τα:		I-495-South												
	From:		Princess Anne												
Sewells Point Rd	City of Norfo			97	% 1%	1%	0%	1%	0%	С	0.092		0.689	13000	
<u> </u>	To: From:		Norview Ave												
(194) Chesapeake Blvd	L City of Norfo			= 97	% 1%	 5 1%	0%	1%	0%	F	0.084		0.504	18000	
194) 5.1150 450 4115 2116	- F				,,,		0,0	. , 0	0 / 0	•	0.00		0.00	.0000	
194)Chesapeake Blvd	City of Norte	olk 0.85	I-64 24000	= 97 ⁴	% 1%	 5 1%	1%	0%	0%	F	0.081		0.607	26000	
194 Chesapeake Bivu	City of Norfo	JIK 0.05	24000	- 97	70 I 70	0 170	1 70	076	0%	Г	0.061		0.607	26000	
	To: From:		5 Little Creek F												
94 Chesapeake Blvd	City of Norfo	olk 1.31	23000	97	% 1%	1%	1%	0%	0%	F	0.082		0.598	24000	
<u> </u>	To- From:	В	ay View Blvd			}									
94)Chesapeake Blvd	City of Norfo	olk 0.61	12000	97	% 1%	1%	1%	0%	0%	F	0.085		0.582	13000	
<u> </u>	To	C	hesapeake St			\neg									
194)Chesapeake Blvd	City of Norfo			97	% 1%	1%	1%	0%	0%	С	0.087		0.565	6800	
	To:	US 60	Ocean View A	ve											
lorth	From:	SR 19	4 TO I-64 WES	T											
194)Ramp	City of Norfolk (Ma	aint: 64) 0.18	1600 (G .							0.103			1600	
	To:	I-64-W FROM RT 1	94 NORTH-CH	ESAPEA	KE BL										
outh	From:	SR 19	94 TO I-64 EAS	Т											
194)Ramp	City of Norfolk (Ma	aint: 64) 0.13	8700	G .							0.112			8700	
<u> </u>	To:	I-64-E FROM RT 1	94 SOUTH-CH	ESAPEA	Œ BL										
lorth	From:	SR 195	Downtown Exp	wy											
195)	City of Richmond (N	Maint: 43) 0.48	11000	A 98'	% 0%	0%	0%	1%	0%	F	0.232			14000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	24000	A 98'	% 0%	0%	0%	1%	0%	F	0.167	Α	0.747	29000	
	To:	SR 7	6 Powhite Pkw	7											
orth	City of Diahmand /				% 0%	0%	00/	10/	00/	С	0.151			42000	
95	Combined Treffic Fetimetes for 2 Percellal	,						1%	0% 0%			٨	0.500		
	Combined Traffic Estimates for 2 Parallel F	noadways on this Houte:	76000	A 98'	% 0%	5 0%	0%	1%	0%	С	0.133	Α	0.592	87000	
lorth	To: From:	M	onument Ave												
195)	City of Richmond (N	Maint: 43) 0.41	42000	3 98	% 0%	0%	0%	1%	0%	F	0.124			49000	
	Combined Traffic Estimates for 2 Parallel F	,		3 98				1%	0%	F	0.108	F	0.743	93000	
	Tor	•	, US 250 Broad							-		-			

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

	City of Richmond (Maint: 43)																
Pool	QW																
Route Jurisdiction Length AADT OA 4Thre Bus Truck State S+Able 1Trail 2Trail Call Feator Call Call Feator Call Call Feator Call Feator Call																	
Route Jurisdiction Length AADT QA 4Tire Bus Zade 3A-Aut Tiral ZTrail Part Ration City of Richmond (Main: 43) 0.34 39000 A 98% 0% 0% 0% 0% 0% 0% 0%			44000	Α													
Route Jurisdiction Length AADT QA 4Tire Bus State 3-HANE Trial 2Trial Combined Combine	Α																
Route Jurisdiction Length AADT OA 4Tire Bus AADT																	
Route Jurisdiction Length AADT OA 4Thre Bus Day 3A-Adia 17ral 2Trail CTrail		G															
Route Jurisdiction Length AADT OA 4Thre Bus Trail 2Artile 3-Akle 1Trail 2Trail CR K Factor AVID CR Factor AVID Fact	-																
Route Jurisdiction Length AADT Color AADT Color																	
Route Jurisdiction Length AADT QA 4Tire Bus ZAdia 3+Ava 1Trail 2Trail Co Factor AADT QA AVAIVA VIVA Combined Trail Combined																	
195	Route Jurisdiction Length AADT QA 4 Tire Bus 2Adb 3-Ados 171al 277al 2																
	Combined Trainic Estimates for 2 Parallel	Hoadways on this				96%	0%	0%	0%	170	0%	Г	0.087	Г	0.512	90000	G
North	To: From:		SO	CL Richmor	nd												
195)	City of Richmond (March Langth AADT QA 4Tire Bus Calculation															
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	79000	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.512	90000	G
North	To: From:		SR 19	7 Laburnun	n Ave												
	Aguite Jurisdiction Length AADT QA 4Tire Bus 2Add 3-AA06 Trail 2Trail Cor Factor AADT QA ATtire Bus 2Add 3-AA06 Trail 2Trail Cor Factor AADT QA ATtire Bus 2Add 3-AA06 Trail 2Trail Cor Factor AADT QA ATtire Bus 2Add 3-AA06 Trail 2Trail Cor Factor AADT QA ATtire AADT QA ATtire AADT QA ATTIRE AADT QA AAD																
	Combined Traffic Estimates for 2 Parallel	Jurisdiction Length AADT OA 4Tire Bus Sakule 1Trail 2Trail 2Trai															
Route Jurisdiction Length AADT VAD STATE S																	
North	Section Length AADT QA 4Tive Bus AADT CA ATive Bus AADT CA ATIVE CA CA CA CA CA CA CA C	G															
195 II-195 IN Hallip	,	,										•		_			
	Combined Trainic Estimates for 2 Faraner						0 /6	0 /0	0 /6	1 /0	0 /6	•	0.102	'		43000	G
	To: From:		Ramp to	I-64 East, I-	95 Sout	1											
(195) I-195 N Ramp	,	,										F	0.108			18000	
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this				98%	0%	0%	0%	1%	0%	F	0.104	F	0.500	38000	G
North	To:																
	City of Richmond (Maint: 43)				98%	0%	0%	0%	1%	0%	F	0.096			28000	Α
	· · · · · · · · · · · · · · · · · · ·		Route:	54000	G	98%	0%	0%	0%	1%	0%	F	0.033	В	0.520	60000	G
	To:			I-95 N													
	From:			I-195 North													
(195)Ramp	City of Richmond (Maint: 43)	0.27	3900	Α								0.164			4400	Α
North	To: From:		SR 70	6 North Exit	13B												
	State Stat			G													
1937	To:				-												
North	From:			I-195 North					_								
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 79000 St. 1976 S				G													
Route Jurisdiction Longin AADT DA 4Thro Bus Truck Tr																	
	From:																
North			5400	G													
Sept Sept																	

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	. QV
North 195)Ramp	City of Richmond (I-195-N TO Maint: 43) 0.10	LABURNUI 3900	M AVE G	NUE							0.125			3900	G
195 Hamp	City of Alcimona (FROM RT 19		TH							0.123			3900	C
orth	From:		I-195 North													
195)Ramp	City of Richmond (Maint: 43) 0.43	23000	G								0.124			23000	(
	To:		I-64 West													
lorth	From:		I-195 North													
Ramp	City of Richmond (Maint: 43) 0.13	2500	G								0.092			2500	(
<u> </u>	To:		I-64 East													
outh	From:		Downtown		000/	00/	10/	00/	10/	00/	_	0.001			10000	
95	City of Richmond (•	13000	A	98%	0% 0%	1%	0% 0%	1%	0% 0%	F	0.221	۸	0.747	16000 29000	
	Combined Traffic Estimates for 2 Parallel	-		Α	98%	0%	0%	0%	1%	0%	Г	0.167	Α	0.747	29000	
uth	To: From:	SR '	76 Powhite P	Pkwy												
95)	City of Richmond (Maint: 43) 0.22	39000	Α	98%	0%	1%	0%	1%	0%	С	0.151			45000	
	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	
th	To: From:		Grove Ave													
uth 95)	City of Richmond (Maint: 43) 0.65	39000	G	98%	0%	1%	0%	1%	0%	F	0.121			45000	
13)	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	0%	0%	1%	0%	F	0.108	F	0.743	93000	
	To	<u> </u>	3 US 250 Bro						.,.	* / *						
uth	From:										_					
95)	City of Richmond (•	36000	A	98%	0%	1%	0%	1%	0%	F	0.131		0.570	41000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	75000	Α	98%	0%	0%	0%	1%	0%	F	0.121	Α	0.573	85000	
uth	To:	N	ICL Richmon	nd												
95)	City of Richmond (Maint: 43) 0.37	36000	Α	98%	0%	1%	0%	1%	0%	F	0.131			41000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	79000	G	98%	0%	0%	0%	1%	0%	F	0.121	Α	0.573	90000	
	Tree From:	S	CL Richmor	nd			_									
outh 95)	City of Richmond (Maint: 43) 0.07	36000	Α	98%	0%	1%	0%	1%	0%	F	0.131			41000	
95)	Combined Traffic Estimates for 2 Parallel	•		G	98%	0%	0%	0%	1%	0%	F	0.121	Α	0.573	90000	
	To				0070	0,0		0,0	. , 0	0,70	•	0		0.07.0	00000	
outh	From:		97 Laburnun								_					
95)	City of Richmond (,	40000	F	98%	0%	1%	0%	1%	0%	F	0.131			44000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	79000 I-64: I-95	F	98%	0%	0%	0%	1%	0%	F	0.121	Α	0.573	87000	
uth	From:	Ran	1-64; 1-95 p From I-64	East			-+									
95)I-195 S Ramp	City of Richmond (21000	G	98%	0%	1%	0%	1%	0%	F	0.101			24000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	G	98%	0%	0%	0%	1%	0%	F	0.102	F		45000	
	Ta	Ramp From	n I-64 West,	I-95 No	orth		<u> </u>									
outh 95)I-195 S Ramp	City of Richmond (·	17000	G	98%	0%	1%	0%	1%	0%	_	0.103			20000	
195 1- 195 S Hallip	Combined Traffic Estimates for 2 Parallel	,		G	98% 98%	0% 0%	1% 0%	0% 0%	1%	0% 0%	F	0.103	F	0.500	38000	
	Trong Trainic Estimates for 2 Parallel		np To I-64 V		90%	U%	0%	U%	1 70	0%	Г	0.104	r	0.500	30000	,

5/2/2016

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QW
South	From:	Rai	mp To I-64 W	Vest				017.5.10				· uoto:		. 40.0.		
195)I-195 S Ramp	City of Richmond (28000	G	98%	0%	1%	0%	1%	0%	F	0.104			32000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.575	60000	G
	To:		I-95 South													
South	From:		I-195 South													
195)Ramp	City of Richmond ((Maint: 43) 0.19	4000	Α								0.147			4300	Α
	To:	F	Rosewood Av	e												
South	From:		I-195 South													
195)Ramp	City of Richmond ((Maint: 43) 0.11	8700	G								0.102			8700	G
	To:		Floyd Ave													
outh	From:		I-195 South													
195)Ramp	City of Richmond ((Maint: 43) 0.12	7700	G								0.112			7700	G
	To:		Hamilton St													
South	From:		I-195 South													
195)Ramp	City of Richmond ((Maint: 43) 0.19	12000	G								0.110			12000	G
	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	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	99%	0%	0%	0%	0%	0%	F	0.125	F	0.71	30000	G
	To	Ramp to Canal		erd St O	warnace											
North	From:										_					
Downtown Expressway	City of Richmond (,	22000	Α	99%	0%	0%	0%	0%	0%	С	0.239			27000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	Α	99%	0%	0%	0%	0%	0%	С	0.16	Α	0.733	52000	Α
North	To: From:		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
193) 2 0 11110 1111 2 1 1 1 1 1 1 1 1 1 1 1	Combined Traffic Estimates for 2 Parallel	,		G	99%	0%	0%	0%	0%	0%	F	0.13	F	0.794	29000	G
	Combined Traine Estimates for 21 drainer	-			00 70	0 70		070	0 70	070	•	0.10	•	0.704	20000	ď
lorth	From:		Idlewood Ave	2												
195) Downtown Expressway	City of Richmond ((Maint: 43) 0.02	15000	Α								0.212			18000	Α
<u> </u>	To:		I-195-N													
South	From:		I-95 N													
195 Downtown Expressway	City of Richmond ((Maint: 43) 1.00	11000	G	99%	0%	0%	0%	0%	0%	F	0.111			12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	99%	0%	0%	0%	0%	0%	F	0.132	F	0.705	30000	G
	Tec	Ramp from Byr	d Street near	3rd St (Overnass		\neg \vdash									
outh	From:					00/		00/	00/	00/	_	0.000			05000	
Downtown Expressway	City of Richmond (,	21000	A	99%	0%	0%	0%	0%	0%	С	0.236		0 =00	25000	A
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	Α	99%	0%	0%	0%	0%	0%	С	0.16	Α	0.733	52000	Α
South	To: From:		SR 146				⊒⊢									
195 Downtown Expressway	City of Richmond ((Maint: 43) 0.24	9000	Α	99%	0%	0%	0%	0%	0%	F	0.29			11000	Α
1957 DOWNTOWN Expressivay	Combined Traffic Estimates for 2 Parallel	,		G	99%	0%	0%	0%	0%	0%		0.125	F	0.646	29000	G
\sim																

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

_					_		Tru	ck		_	K		Dir		
Route	Jurisdiction	Length AADT Q	A 4	Tire	Bus		3+Axle			QC	Factor	()k	ctor	AAWDT	QV
South	From:	SR 195 South													
195)Ramp	City of Richmond (Maint: 43)	0.14 3800 G	9	97%	0%	1%	1%	1%	0%	С	0.202			3800	G
	To:	I-95 South													
	From:	US 13 Military Hwy													
196 Canal Dr	City of Chesapeake	0.96 15000 G		98%	0%	0%	1%	1%	0%	С	0.106	0.	582	16000	G
<u> </u>	To:	US 17 George Washington	Hwy												
	From:	Cary Street										_			
197 Malvern Ave	City of Richmond	1.22 6000 F	- 9	99%	0%	1%	0%	0%	0%	С	0.105	0.	519	6500	F
<u> </u>	To: From:	ECL Richmond													
197)Westwood Ave	Henrico County	0.52 14000 G	9	99%	0%	1%	0%	0%	0%	F	0.099	0.	705	15000	(
\smile	T _o . From	WCL Richmond				<u> </u>									
197)Westwood Ave	City of Richmond	0.11 14000 G	3 9	99%	0%	1%	0%	0%	0%	F	0.102	0.	699	15000	C
	То	Saunders Ave													
(197) Saunders Ave	City of Richmond	0.42 6700 F	- 9	99%	0%	1%	0%	0%	0%	F	0.103	0	722	7300	F
197) Sacrico 7 110	To:	Laburnum Ave		70 70	0 70		0 70	0 70	0 70	•	0.100	0.	,	7000	•
	From:	Saunders Ave													
197)Laburnum Ave	City of Richmond	0.14 17000 F	9	98%	1%	1%	0%	0%	0%	F	0.118	0.	774	17000	F
\smile	T _o . From	Rosedale Ave				<u> </u>									
197) Laburnum Ave	City of Richmond	0.35 20000 F	- 9	98%	1%	1%	0%	0%	0%	F	0.108	0.	629	20000	F
	To	Hermitage Rd													
197) Laburnum Ave	City of Richmond	0.62 17000 F	. 9	98%	1%	1%	0%	0%	0%	F	0.1	0	573	18000	F
197 Labarram Ave	Oity of Filenmond			70 70	1 /0	1 /0	0 70	0 70	0 70	'	0.1	0.	575	10000	٠
Laborator Acce	Tor	Brook Road	- 0	200/	40/		00/	00/	00/		0.000		500	17000	_
197 Laburnum Ave	City of Richmond	0.22 16000 F Chamberlayne Ave	- 9	98%	1%	1%	0%	0%	0%	F	0.099	0.	589	17000	F
		-													_
Dame.	City of Dialogo and (Mainty 40)	SR 197 Laburnum Ave									0.100			F000	G
197 Ramp	City of Richmond (Maint: 43)	0.41 5900 G	7								0.103			5900	(
															_
Clarge Dd	-	S 17, SR 33 George Washington 4.45 2300 F			0%	2%	00/	20/	00/	F	0.090	0	701	0000	F
198 Glenns Rd	Gloucester County	4.45 2300 F	- 9	94%	0%	2%	2%	2%	0%	г	0.090	0.	701	2300	Г
	To: From:	36-601 Pampa Rd													_
198 Dutton Rd	Gloucester County	2.92 2300 F	9	94%	0%	2%	2%	2%	0%	F	0.104	0.	527	2300	F
<u></u>	To: From:	36-606 Harcum Rd													
198 Dutton Rd	Gloucester County	4.10 2100 F	9	94%	0%	2%	2%	2%	0%	С	0.101	0.	577	2100	F
\smile	To:	Mathews County Line													
Double of Did	From:	Gloucester County Lin		140/	00/		00/	00/	00/	_	0.000	0	500	0000	_
198 Dutton Rd	Mathews County	0.44 2600 G		94%	0%	2%	2%	2%	0%	F	0.093	0.	520	2600	G
-	From:	SR 3 W, Winsdor Rd SR 3 W, Windsor Rd													
198) (3)	Mathews County	1.55 7900 G		7%	0%	1%	0%	1%	0%	F	0.087	0.	598	7400	G
130) (3)	To:	SR 3 E	. •							-		٥.			_

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

- .					_		Tru	ıck			K	Dir		٥.
Route	Jurisdiction	Length AAD	Q A	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	K Factor	AAWDT	Q۱
	From:	SR 3 1												
198)	Mathews County	6.24 410 0	G	97%	1%	1%	1%	1%	0%	С	0.096	0.548	4200	C
\sim	Τα	SR 223 Cricke	t Hill Rd											
198)	Mathews County	0.93 6200		97%	1%	1%	1%	1%	0%	F	0.098	0.511	6400	(
130)	Tα	SR 14 N, John Clay	ton Mem I	łwy										
	From:	SR 14 North In	tersection											
198)(14)	Mathews County	1.69 670 0	G	98%	1%	1%	0%	0%	0%	С	0.089	0.559	6900	(
\mathcal{I}	To:	SR 14 South In												
	From:	SR 14 Ma								_				
198 Buckley Hall Rd	Mathews County	1.01 160 0		97%	1%	1%	1%	1%	0%	F	0.095	0.533	1600	(
<u> </u>	To:	57-642 Fitchetts	Wharf Rd											
	From:	I-64												
199)	York County	0.71 2500	0 G	97%	1%	1%	1%	1%	0%	С	0.097	0.546	27000	(
<u> </u>	To	99-603 Moore	town Rd											
100	York County	1.08 2300		97%	0%	1%	0%	1%	0%	F	0.088	0.522	25000	
199								.,.		-				
	From:	US 60 Richn					221			_			.=	
199	James City County	2.48 2500	0 G	97%	0%	1%	0%	1%	0%	F	0.087	0.503	27000	•
	To: From:	47-612 Long	hill Rd											
199	James City County	1.83 3000	0 G	98%	1%	1%	0%	0%	0%	С	0.087	0.503	32000	
	To	SR 321 Monti	nalla Ava											
100	James City County	1.45 3000		97%	0%	1%	0%	1%	0%	F	0.087	0.503	33000	(
199	, <u>, , , , , , , , , , , , , , , , , , </u>				0 70	1 70	0 70	1 /0	0 70	'	0.007	0.500	33000	
		2 5, 47-616, 137-7073 J												
199) (5)	James City County	0.22 3400	0 G	97%	0%	1%	0%	1%	0%	F	0.091	0.568	36000	(
	To: From:	WCL Willia	msburg			\neg \vdash								
199 5	City of Williamsburg (Maint: 47)	0.24 3400		97%	0%	1%	0%	1%	0%	F	0.091	0.568	36000	(
	To	CD 5, CD 21 I		1										
	City of Williamsburg (Maint: 47)	SR 5; SR 31 Jan 0.07 3500		97%	0%	1%	0%	1%	0%	F	0.091	0.55	38000	(
199)	City of Williamsburg (Maint. 47)	James City Co		9776	076	170	0%	170	0%	Г	0.091	0.55	30000	,
	From:	ECL Willian				_								
100	James City County	0.07 3500		97%	0%	1%	0%	1%	0%	Ν	0.091	0.55	38000	1
199	To:	WCL Willia	-	0.70	0,0	$\overline{}$	0,0	. , 0	0 / 0	• •	0.00.	0.00	00000	
	From:	James City Co												
199	City of Williamsburg (Maint: 47)	0.09 3500) N	97%	0%	1%	0%	1%	0%	Ν	0.091	0.55	38000	
	To	ECL William	1											
	Iomoo City County	ECL William		97%	0%	10/	00/	10/	09/	F	0.001	0.55	20000	,
199	James City County	0.11 3500	0 G	9170	U 7/0	1%	0%	1%	0%	Г	0.091	0.55	38000	(
	To: From:	47-700 Brook		•										
199)	James City County	1.44 3300	0 G	98%	1%	1%	1%	0%	0%	С	0.092	0.588	35000	(
\smile	Toc	SR 132 Henry St, Co	lonial Parl	wav										
199	James City County	1.11 3200		97%	0%	1%	0%	1%	0%	F	0.092	0.558	35000	(
199)	To:	Mounts Bay Rd, Q			0 /0		5 /0	. /0	5 / 0	•	5.55 <u>L</u>	0.000	23000	•

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

		Filliary and interstal				Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	r QW
	From:	Mounts Bay Rd, Quarte	erpath Rd										
199	James City County	1.19 31000	G 97%	0%	1%	0%	1%	0%	F	0.092	0.57	34000	G
\bigcirc	To:	York County Line, US 60 Po											
	From:	US 60 Pocahontas		00/	40/	00/	40/	00/	_	0.000	0.57	00000	_
199)	York County	0.09 28000	G 97%	0%	1%	0%	1%	0%	F	0.092	0.57	30000	G
	To: From:	SR 143 Merrimac '											
199	York County	0.86 28000	A 97%	0%	1%	0%	1%	0%	С	0.096	0.549	31000	Α
	To: From:	I-64											
199	York County	0.47 15000	G 97%	0%	1%	0%	1%	0%	F	0.091	0.578	17000	G
\bigcirc	To	99-640 Water Country	v Pkwv										
199	York County	0.62 7700	G 97%	0%	1%	0%	1%	0%	F	0.091	0.593	8300	G
199	To:	99-641 Penniman			1								
East	From:	SR 199 TO I-64 E	AST										
199)Ramp	York County	0.32 11000	G 97%	0%	1%	0%	1%	0%	F	0.107		11000	G
1000	To:	I-64-E FROM RT 199			1								
East	From:	SR 199 TO I-64 W	EST										
199)Ramp	York County	0.22 1600	G 97%	0%	1%	0%	1%	0%	F	0.132		1600	G
1000	To:	I-64-W FROM RT 19	9 EAST										
West	From:	SR 199 TO I-64 E	AST										
(199)Ramp	York County	0.21 1600	G 97%	0%	1%	0%	1%	0%	F	0.157		1600	G
133) **	To:	I-64-E FROM RT 199											
West	From:	SR 199 TO I-64 W	EST										
199)Ramp	York County	0.27 1200	G 97%	0%	1%	0%	1%	0%	F	0.111		1200	G
1000	To:	I-64-W FROM RT 199											
	From:	SR 3 Rappahannoc	k Dr										
(200) Irvington Rd	Town of White Stone (Maint: 51)	0.34 5500	N 98%	0%	1%	1%	0%	0%	Ν	0.087	0.503	5700	Ν
200) 3	To												
200 Irvington Rd	From: Lancaster County	WCL White Stor	N 98%	0%	1%	1%	0%	0%	N	0.087	0.503	5700	N
200 in virigion rid	Lancaster County			0 70	1 /0	1 /0	0 /0	0 70	14	0.007	0.505	3700	11
Industry Dd	From (Market 54)	ECL Irvington		00/		40/	00/	00/	N.	0.007	0.500	F700	
200 Irvington Rd	Town of Irvington (Maint: 51)	1.68 5500	N 98%	0%	1%	1%	0%	0%	N	0.087	0.503	5700	N
	To: From:	NCL Irvington											
200 Irvington Rd	Lancaster County	2.77 5500	G 98%	0%	1%	1%	0%	0%	С	0.087	0.503	5700	G
<u> </u>	To: From:	SCL Kilmarnoc	k										
200 Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82 5500	N 98%	0%	1%	1%	0%	0%	Ν	0.087	0.503	5700	Ν
\smile	Τo:	SR 3 S, N Main	St										
	From:	S SR 3							_				_
200) (3) S Main St	Town of Kilmarnock (Maint: 51)	0.09 12000	G 96%	1%	1%	1%	1%	0%	F	0.083	0.551	12000	G
	To: From:	N SR 3	Ct										
200 East Church St	Town of Kilmarnock (Maint: 51)	SR 3 N, N Main 1.10 5700	G 96%	0%	1%	1%	2%	0%	F	0.078	0.515	5800	G
(200) Last Onuton St	TOWIT OF MITHAMOUN (MIAME, ST)	1.10 3700	G 30/0	U /0	1 /0	1 /0	<u>~</u> /0	U /0	1	0.076	0.515	5000	ď

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

Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
From:													
		L Kilmarnock											
Lancaster County				0%	1%	1%	2%	0%	N	0.078	0.515	5800	N
To:			e										
Northwest and and County			000/	00/	10/	10/	00/	00/	_	0.000	0.574	F000	_
Northumberland County	ty 5.09	4900 G	96%	0%	1%	1%	2%	0%	F	0.088	0.574	5000	G
To: From:	66-609 Remo	Rd; Browns Store	Rd										
Northumberland County	ty 5.09	4600 G	96%	0%	1%	1%	2%	0%	С	0.087	0.513	4800	G
То:	US 36	60 Burgess P O											
From:	SR 1	354 River Rd											
Lancaster County			97%	1%	1%	0%	1%	0%	F	0.098	0.638	2100	G
			0.70	. , 0	.,,,	0,0	. , ,	0,0	•	0.000	0.000		.
To: From:					_								
Lancaster County	2.74	620 G	97%	1%	1%	0%	1%	0%	С	0.109	0.595	640	G
To		SR 201 Y											
Lancaster County	3.29		97%	1%	1%	0%	1%	0%	F	0.11	0.601	1300	G
To:													
From:													
Northumberland County	ty 6.92	1600 G	97%	1%	1%	0%	1%	0%	F	0.096	0.543	1600	G
To:	US 360 No	orthumberland Hw	у										
From:	SD 201	White Chanel Pd											
Lancaster County		•	96%	Nº/-	10/-	10/_	20/-	n º/-	F	0.114	0.704	400	G
To:			30 70	0 70	170	1 /0	270	0 70		0.114	0.704	400	ч
From:									_				_
Westmoreland County	y 0.33	3900 G	96%	1%	1%	0%	2%	0%	С	0.091	0.598	4000	G
To	96-7	67 Emmas Dr											
Westmoreland County	5.39	3000 G	96%	1%	1%	0%	2%	0%	F	0.096	0.611	3100	G
To:		626 Erica Rd											
From:	96-62	6 W, Erica Rd											
Westmoreland County	4.22	3400 G	94%	1%	1%	1%	3%	0%	С	0.088	0.593	3500	G
To	06 611	Zion Church Pd											
Westmoreland County			0/10/-	1%	10/-	10/_	30/	Nº/-	F	0.084	0.564	3000	G
Westinoreland County	2.04	3600 G	34 /o	1 /0	1 /0	1 /0	3 /0	0 /6	'	0.004	0.304	3900	G
To: From:	SR 203												
Westmoreland County	0.60	3300 G	94%	1%	1%	1%	3%	0%	F	0.084	0.501	3400	G
To:		*											
From:		•											
Westmoreland County	y 1.21	2500 G	95%	0%	1%	1%	3%	0%	F	0.089	0.555	2600	G
Tα													
From									_		.		_
Northumberland County	<u> </u>		95%	0%	1%	1%	3%	0%	С	0.087	0.542	2800	G
To	US	360 Callao											
-	CD 2 I	Y' . 1 1 YY			<u> </u>								
From:	SR 3 F	listoryland Hwy											
Richmond County	0.40	2400 G	87%	1%	1%	1%	11%	0%	F	0.091	0.621	2500	G
	Northumberland County Tos Front Lancaster County Lancaster County Tos Front Lancaster County Tos Front Lancaster County Tos Front Lancaster County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County Tos Front Westmoreland County	Northumberland County S.09	Northumberland County Line	Northumberland County Line Lancaster County Line	Northumberland County Line Lancaster County Line Lancaster County Line S.09 4900 G 96% 0%	Northumberland County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County S.0.9 4600 G 96% 0% 1% 176 US 360 Burgess P O Lancaster County S.2.2 2000 G 97% 1% 1% 1% Lancaster County S.2.2 2000 G 97% 1% 1% 1% 1% 1% 1% 1%	Northumberland County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Lancast	Northumberland County Line Lancaster County Line	Northumberland County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County Line Lancaster County ne Lancaster La	Northumberland County S.09 4900 G 96% 0% 1% 1% 2% 0% F	Northumberland County Line Lancaster Lancaster Lancaster County Line Lancaster Lancaster L	Northumberland County Line Luncissier County Line Luncissier County Line Luncissier County Line Luncissier County Line Morthumberland County 5.09 4900 G 96% 0% 1% 1% 2% 0% F 0.088 0.574	Northumberland County So.9 490 G 96% 0% 1% 1% 2% 0% F 0.088 0.574 5000

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	r QW
	From:	Richmond Cou	nty Line											
203)Oldhams Rd	Westmoreland County	5.82 2100	G	87%	1%	1%	1%	11%	0%	F	0.089	0.596	2100	G
\smile	Toc	96-604 Sandy l	Point Rd			\neg \vdash								
203)Oldhams Rd	Westmoreland County	1.21 680	G	87%	1%	1%	1%	11%	0%	С	0.109	0.54	690	G
	To:	SR 202 W, Co												
	From:	W SR 20		0.40/	40/	10/	40/	00/	00/	_	0.004	0.504	0.400	_
203 202 Cople Hwy	Westmoreland County	0.60 3300 E SR 20		94%	1%	1%	1%	3%	0%	F	0.084	0.501	3400	G
	From:	SR 202 E, Cor												
203)Kinsale Rd	Westmoreland County	1.73 870	Ğ	87%	1%	1%	1%	11%	0%	F	0.096	0.596	890	G
	Τo:	96-608 Kir	ısale											
	From:	SR 3 North of Pot	omac Mill	s										
204) Popes Creek Rd	Westmoreland County	1.73 210	G	94%	1%	0%	4%	0%	0%	С	0.197	0.548	220	G
	Тох	Dead En	nd											
	From:	SR 3 Purkins	Corner											
₂₀₅)Ridge Rd	King George County	1.26 7900	G	98%	0%	0%	0%	1%	0%	F	0.09	0.511	8200	G
	To: From:	US 301 Edg	e Hill			\neg \vdash								
205)Ridge Rd	King George County	2.81 4700	G	98%	0%	0%	0%	1%	0%	F	0.095	0.604	4800	G
\smile	Tœ	48-617 Carruthe	rs Corner			<u> </u>								
Ridge Rd	King George County	3.36 4000		98%	0%	0%	0%	1%	0%	С	0.095	0.602	4100	G
	To:	Westmoreland Co												
	From:	King George Co		000/	00/	20/	00/	10/	00/	_		0.004	4000	_
205 Ridge Rd	Westmoreland County	3.56 4800	G	98%	0%	0%	0%	1%	0%	F	0.099	0.684	4900	G
	Too From:	NWCL Colonia												
205)	Town of Colonial Beach (Maint: 96)	1.77 4800	N	98%	0%	0%	0%	1%	0%	N	0.099	0.684	4900	N
<u> </u>	To: From:	Y SR 20)5											
205 James Monroe Hwy	Town of Colonial Beach (Maint: 96)	0.29 5200	G	98%	1%	1%	1%	0%	0%	F	0.087	0.545	5300	G
	To: From:	SCL Colonial	Beach			\neg \vdash								
205)	Westmoreland County	3.34 5200	N	98%	1%	1%	1%	0%	0%	Ν	0.087	0.545	5300	Ν
\smile	Too	96-628 S, Stoney Kno	oll: Pomon	a Rd		\neg \vdash								
205)James Monroe Hwy	Westmoreland County	2.08 5800		98%	1%	1%	1%	0%	0%	С	0.094	0.630	5900	G
	To:	SR 3 Oak C	Grove											
Wye	From:	SR 205 James Me	onroe Hwy	,										
205 Colonial Ave	Westmoreland County	0.02 6900	G	98%	1%	1%	0%	0%	0%	С	0.077	0.523	7100	G
\smile	To:	WCL Colonia	1 Beach											
Wye	Town of Coloriel Basel (Maint CC)			000/	10/	10/	00/	00/	00/	N.I	0.077	0.500	7100	K.I
205 Colonial Ave	Town of Colonial Beach (Maint: 96)	0.69 6900 End State Maintena		98%	1%	1%	0%	0%	0%	N	0.077	0.523	7100	N
				JJ										
Dahlaron Pd	King Goorge County	SR 3 Arnolds 2.18 9600		98%	0%	0%	n o/	10/	00/	F	0.101	0.638	9900	G
206 Dahlgren Rd	King George County	48-610 Indiant		90%	U%	U%	0%	1%	0%	г	0.101	0.038	9900	G

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

Davita	le colonello di colon	Lamenth AADT O	A 4T:	Dura	T	uck		00	K	Dir	AAWDT	- ^
Route	Jurisdiction		A 4Tire	bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDI	Q
Doblaron Dd	Ving Cooker County	48-610 Indiantown Ro		0%	09/ 09/	10/	00/	0	0.111	0.704	0000	,
Dahlgren Rd	King George County	4.26 9300 G	98%	0%	0% 0%	1%	0%	С	0.111	0.734	9600	(
Doblaran Dd	Ving Courty	SR 218 Berthaville	98%	0%	0% 0%	1%	00/	F	0.114	0.784	12000	(
206 218 Dahlgren Rd	King George County	2.19 12000 0	96%	0%	0% 0%	170	0%	Г	0.114	0.784	13000	•
206 Dahlgren Rd	King George County	SR 218 Owens 0.62 12000 G	98%	0%	0% 0%	1%	0%		0.115	0.815	12000	(
206 Danigren Hu	King George County			0 /6		1 /0	0 /0	'	0.113	0.013	12000	`
206 Dahlgren Rd	King George County	US 301 East of Owen 1.79 10000 G		0%	0% 0%	1%	0%	F	0.106	0.816	11000	(
206 Danigren Hu	Tal	48-604 Twelfth St	90/0	0 /6		1 /0	0 /0	'	0.100	0.010	11000	`
	From:	US 1 Jefferson Davis H	WW									
207) Rogers Clark Blvd	Caroline County	0.53 7300 G		1%	1% 1%	8%	0%	F	0.104	0.671	7000	
	To	I-95			<u> </u>							
207)Rogers Clark Blvd	Caroline County	5.07 9800 A	89%	1%	1% 1%	8%	0%	С	0.124	0.521	9200	
	To	16-601 S, Penola Rd										
207)Rogers Clark Blvd	Caroline County	4.31 11000 C	89%	1%	1% 1%	8%	0%	F	0.079	0.583	11000	
<u> </u>	To	16-722 Milford										
Rogers Clark Blvd	Caroline County	0.57 12000 C	89%	1%	1% 1%	8%	0%	F	0.078	0.574	11000	
	To	Bus SR 207										
207)	Caroline County	1.45 9100 0	89%	1%	1% 1%	8%	0%	F	0.079	0.564	8600	
	То:	US 301 Richmond Tpk	te									
	From:	SR 207-E000B FROM R										
Ramp	Caroline County	0.16 4800 G	58%	2%	2% 1%	37%	0%	С	0.062		4800	
<u> </u>	1 00	I-95-N FR RT 207										
<u>East</u> 207)Ramp	Caroline County	SR 207 N, Rogers Clark 1		1%	 1% 1%	29%	0%	С	0.097		2500	
207 / namp	Tal	I-95 South	07/0	1 /0	1/6 1/6	23 /0	0 /0	C	0.097		2300	
East	From:	SR 207 TO AND FROM	RT									
207)Ramp	Caroline County	0.05 1600 C							0.087		1600	
	To: S	SR 207- B SR 207-W000B FR	OM RT 2									
Vest	From:	SR 207 S, Rogers Clark I										
Ramp	Caroline County	0.18 5400 G	74%	1%	1% 3%	21%	1%	С	0.08		5200	
	Front	I-95 South										
<u>Vest</u> 207)Ramp	Caroline County	SR 207 TO RT 95 0.07 5800 C	<u> </u>						0.064		5800	
207 / Tamp	Try	SR 207-E000B FROM R							0.004		3000	
Bus	From:	SR 207 Rogers Clark B										
Rogers Clark Blvd	Caroline County	0.54 3100 C		0%	1% 1%	2%	0%	С	0.095	0.548	3200	
\mathcal{L}	To:	WCL Bowling Green										
Bus 207)W Broaddus Ave	Town of Bowling Green (Maint: 16)			0%	10/ 10/	10/	00/	С	0.088	0.51	4600	
20/ VV Broaddus Ave	rown or bowling Green (Maint: 16)	0.73 4500 G		U%	1% 1%	1%	0%	U	0.000	0.51	4000	(

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

5 .					_		Tru	ck			K	Dir Dir		٠
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	US 250 F		2.121					2-1	_			0.400	
208 Courthouse Rd	Louisa County	0.38 330	00 G	94%	1%	1%	1%	3%	0%	F	0.098	0.699	3400	G
	To: From:	I-64 North o												
208 Courthouse Rd	Louisa County	8.31 560	00 G	94%	1%	1%	1%	3%	0%	С	0.102	0.575	5700	G
<u> </u>	Toc From:	54-630 Harri	s Creek Rd											
208 Courthouse Rd	Louisa County	0.64 620		94%	1%	1%	1%	3%	0%	F	0.102	0.575	6400	G
<u> </u>	To:	US 33 Wes												
208 (33) (22) West Main St	Town of Louisa (Maint: 54)	SR 22, US 33 0.40 160		98%	1%	1%	0%	1%	0%	F	0.085	0.509	17000	G
208) (33) (22) West Main St	Town of Louisa (Maint. 54)				1 /0	1 /0	0 /6	1 /0	0 /6	'	0.005	0.503	17000	u
O Laurica Dd	Towns of Louis (Mariata 54)	US 33 EAST OF			40/		00/	40/	00/	_	0.000	0.500	44000	_
208) (22) Louisa Rd	Town of Louisa (Maint: 54)	0.33 100	00 G	96%	1%	1%	0%	1%	0%	С	0.083	0.530	11000	G
	To: From:	CL Lo												
₂₀₈)(₂₂) Davis Hwy	Louisa County	4.73 100	00 N	96%	1%	1%	0%	1%	0%	N	0.083	0.530	11000	N
	To: From:	CL Mi	neral			\neg \vdash								
208 22 Davis Hwy	Town of Mineral (Maint: 54)	0.15 100	00 N	96%	1%	1%	0%	1%	0%	Ν	0.083	0.530	11000	Ν
\bigcirc	Too	US 522 & SR 2	2 MINER AL											
208) 522 Louisa Ave	Town of Mineral (Maint: 54)	0.39 390		94%	2%	1%	1%	3%	0%	F	0.084	0.591	4000	G
2007 (022)	To	CL Mi												
208) 522 Zachary Taylor Hwy	Louisa County	5.04 39 0		94%	2%	1%	1%	3%	0%	N	0.084	0.591	4000	N
208 522 Zachary Taylor Hwy	To:	US 522 WARES			2 /0	1/0	1 /0	0 /0	0 70	14	0.004	0.551	4000	14
	From:	US 522 Zachar												
208 New Bridge Rd	Louisa County	3.62 550	00 G	94%	1%	1%	1%	3%	0%	F	0.101	0.517	5700	G
	Τα	Spotsylvania (County Line											
	From:	Louisa Cou								_				_
208 Courthouse Rd	Spotsylvania County	3.64 540	00 G	96%	0%	1%	1%	1%	0%	F	0.087	0.501	5600	G
<u> </u>	To: From:	88-601 Lev	wiston Rd											
208 Courthouse Rd	Spotsylvania County	8.85 73 0	00 G	96%	0%	1%	1%	1%	0%	F	0.087	0.588	7500	G
\smile	To:	88-648 Block												
Disabiliana Da	Prom:	Bus SR 208 Co		000/	00/	40/	40/	40/	00/	_	0.000	0.000	0000	_
208 Block House Rd	Spotsylvania County	3.03 960	00 G	96%	0%	1%	1%	1%	0%	С	0.089	0.620	9900	G
	To: From:	88-608 S, Rob				\Box \vdash								
208)	Spotsylvania County	0.98 120	00 G	96%	0%	1%	1%	1%	0%	F	0.086	0.652	13000	G
\smile	To	88-613 Bi	rock Rd											
208	Spotsylvania County	0.87 150		97%	0%	1%	1%	1%	0%	С	0.087	0.625	16000	G
	To:	Bus SR 208 Co	ourthouse Rd											
	From:	Bus SF		•					_					
208 Courthouse Rd	Spotsylvania County	2.25 230	00 G	97%	0%	1%	1%	1%	0%	F	0.081	0.561	24000	G
<u> </u>	To	88-628 Smith	Station Rd			<u> </u>								
208 Courthouse Rd	Spotsylvania County	3.74 420		97%	0%	1%	1%	1%	0%	F	0.085	0.612	44000	G
	To	US 1 Jefferson	n Davis Hwv											

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

Route	Jurisdiction	Length AADT QA 4Tir	e Bus		Truck -Axle 1Tra		QC	K Factor	QK Dir Factor	AAWDT	Q۷
	From:	SR 208 Courthouse Rd									
208 Ramp	Louisa County	0.22 830 G						0.133		830	G
	Tα	I-64 East									
	From:	SR 208 Courthouse Rd									
208 Ramp	Louisa County	0.23 2700 G						0.138		2700	(
<u> </u>	То:	I-64 West									
Bus	From:	SR 208; 88-648 Block House Rd									
208 Courthouse Rd	Spotsylvania County	2.43 2800 G 93%	% 0%	1%	2% 4%	0%	С	0.095	0.624	2900	(
	To	88-606 Morris Rd; 88-738 Parlow Rd		_							
Bus 208 Courthouse Rd	Spotsylvania County	·	% 0%	1%	2% 4%	0%	F	0.095	0.525	3200	
208 Courthouse No	Spoisylvania County	3.41 3100 G 93%	o U70	1 70	270 470	0%	Г	0.095	0.525	3200	•
Bus	To: From:	88-608 Massaponax Church Rd									
208 Courthouse Rd	Spotsylvania County	0.54 7600 G 93%	6 0%	1%	2% 4%	0%	F	0.095	0.525	8100	
	To	88-613 Brock Rd									
Bus	From:						_				
208 Courthouse Rd	Spotsylvania County	0.71 5200 G 939	<u> </u>	1%	2% 4%	0%	F	0.089	0.594	5500	
<u> </u>	10:	SR 208 Courthouse Rd									
	From:	SR 208									
208)	Louisa County	0.07 1400 N 94%	6 1%	1%	1% 3%	0%	N	0.098	0.613	1400	
	To: From:	SCL Louisa									
208 Elm Ave	Town of Louisa (Maint: 54)	0.40 1400 G 94%	6 1%	1%	1% 3%	0%	F	0.098	0.613	1400	
\smile	То:	SR 22, US 33 Louisa C H									
	From:	SR 28 Sully Rd									
209 Innovation Ave	Loudoun County	0.88 2100 G 98%	6 0%	1%	0% 0%	0%	С	0.109	0.835	2200	
\smile	To:	Entrance to C.I.T.									
	From:	SR 163 Amherst Hwy									
210 Colony Rd	Amherst County	0.54 3900 G 96%	6 0%	1%	1% 1%	0%	С	0.106	0.623	4100	
\smile	To:	Bus US 29 Lynchburg Hwy									
210)Colony Rd	Amherst County	0.19 11000 G 97%	6 0%	1%	1% 2%	0%	С	0.106	0.623	12000	
210)	To										
	Amherst County	05-622 CVT Rd 2.44 6400 G 97%	6 0%	1%	1% 2%	0%	F	0.104	0.64	6800	
210)	Annerst County	US 29	0 070	170	170 270	0%	Г	0.104	0.64	6600	
	Paral.										
211 W Old Cross Rd	Town of New Modest (Moints OF	I-81 West of New Market 0.26 11000 G 92%	/ 10/	10/	10/ F0/	00/	_	0.000	0.500	11000	
211 W Old Cross Rd	Town of New Market (Maint: 85) 0.26 11000 G 929 US 11 New Market South Int	6 1%	1%	1% 5%	0%	F	0.083	0.568	11000	•
	From	US 11 New Market South Int US 11 S, Congress St; South Congress St									
211 (11) Congress St	Town of New Market (Maint: 85		6 0%	1%	1% 2%	0%	F	0.083	0.536	7700	(
	Τσ	US 11 N, North Congress St; Congress St						_		-	
~~	From	US 11 New Market North Int									
211 Lee Highway	Town of New Market (Maint: 85) 0.45 6100 G 92%	6 1%	1%	1% 5%	0%	С	0.088	0.572	6400	(
<u> </u>	Тα	ECL New Market									

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA ·	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
~	From:	ECL New Mark		000/	40/	10/	40/	5 0/	00/		0.000	0.570	0.400	
211 Lee Highway	Shenandoah County	0.11 6100	N	92%	1%	1%	1%	5%	0%	N	0.088	0.572	6400	N
<u></u>	To: From:	85-1002 Old Cross												
211 Lee Highway	Shenandoah County	3.14 5800		92%	1%	1%	1%	5%	0%	F	0.094	0.605	6100	G
~	To:	Page County Lin												
211 Lee Highway	Page County	Shenandoah County 2.92 6400		92%	1%	1%	1%	5%	0%	F	0.089	0.536	6800	F
211 Lee Highway	age County	2.32 0400		JZ /0	1 /0	1 /0	1 /0	J /6	0 /6	'	0.003	0.550	0000	'
~~~.	To: From:	US 340			221					_				
211 (340) Lee Highway	Page County	5.46 <b>8000</b>	F	95%	0%	1%	1%	3%	0%	С	0.09	0.556	8400	F
<del></del>	To: From:	WCL Luray												
211 (340) Lee Highway	Town of Luray (Maint: 69)	0.36 <b>14000</b>	F	95%	0%	1%	1%	3%	0%	F	0.084	0.522	15000	F
~~~ <u></u>	Tor	Bus US 211												
211 (340) Lee Highway	Town of Luray (Maint: 69)	0.69 6900	F	95%	0%	1%	1%	3%	0%	С	0.088	0.526	7200	F
3 /	то					_								
Loo Highway	Page County	ECL Luray 0.53 6900	N	95%	0%	1%	1%	3%	0%	N	0.088	0.526	7200	١
211 340 Lee Highway	Page County	0.55 6900	IN	95%	076	1 70	1 70	3%	0%	IN	0.000	0.526	7200	יו
~~~~	To: From:	WCL Luray												
211 (340) Lee Highway	Town of Luray (Maint: 69)	0.56 <b>6900</b>	N	95%	0%	1%	1%	3%	0%	N	0.088	0.526	7200	١
<del>~~</del>	To	US 340				$\neg$ $\vdash$								
211 Lee Highway	Town of Luray (Maint: 69)	0.38 4400	N	96%	0%	1%	0%	2%	0%	Ν	0.094	0.505	4600	١
<del></del>	To	ECL Luray												
211 Lee Highway	Page County	1.35 <b>4400</b>	F	96%	0%	1%	0%	2%	0%	С	0.094	0.505	4600	F
211 ) Lee 1 lighway	r age county				0 70		0 70	270	0 70	O	0.004	0.000	4000	
~	From	WCL Luray; 69-656 Whisp			00/	10/	40/	201	00/		0.000	0.500	2222	
Lee Highway	Town of Luray (Maint: 69)	0.28 <b>2900</b>	N	96%	0%	1%	1%	2%	0%	N	0.093	0.503	3000	١
	To: From:	ECL Luray												
211 Lee Highway	Page County	0.46 <b>2900</b>	F	96%	0%	1%	1%	2%	0%	С	0.093	0.503	3000	F
<del>~</del>	Tot	Bus US 211 East of	Luray			$\neg$ —								
211 Lee Highway	Page County	6.40 <b>2500</b>		96%	1%	1%	1%	2%	0%	С	0.107	0.574	2600	F
• ,	To:	Rappahannock County Line;												
~~	From:	Page County Line; Skyl												
211 Lee Highway	Rappahannock County	7.09 <b>2300</b>	G	96%	1%	1%	1%	2%	0%	F	0.103	0.552	2300	(
~	To	US 522 Sperryvi	ille											
211 (522 Lee Highway	Rappahannock County	4.62 <b>4600</b>		96%	1%	1%	1%	2%	0%	F	0.089	0.546	4700	(
0,	Tod	UC 211 D C4£W												
211 (522 Lee Highway	Rappahannock County	US 211 Bus South of W 0.68 <b>5200</b>		96%	1%	1%	1%	2%	0%	F	0.097	0.504	5400	(
Lee Highway	Tappanamock County			30 /6	1 /0	1 /0	1 /0	2/0	0 /6	'	0.037	0.504	3400	
~~~.	To: From:	WCL Washingto												
211 522 Lee Highway	Town of Washington (Maint: 78)	0.02 5200	N	96%	1%	1%	1%	2%	0%	N	0.097	0.504	5400	١
~ ~	To: From:	ECL Washingto	on			ightharpoonup								
211 (522 Lee Highway	Rappahannock County	0.39 5200	N	96%	1%	1%	1%	2%	0%	Ν	0.097	0.504	5400	N
~/ _	Tor	US 211 Bus East of Wa	ashington	1										

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

Devite	1	Laurate AART CO	4.7.	_		Tru	ıck			K	Dir	A A14/DT	
Route	Jurisdiction	Length AADT QA	4 lire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	JK Factor	AAWDI	Q
~~~	From:												
211 522 Lee Highway	Rappahannock County	2.38 <b>5700 G</b>	96%	1%	1%	1%	2%	0%	F	0.090	0.529	5900	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:												
211 Lee Highway	Rappahannock County		98%	0%	1%	0%	0%	0%	F	0.093	0.581	5900	
~	To: From:												
211 Lee Highway	Culpeper County (Maint: 78)			0%	1%	0%	0%	0%	С	0.088	0.7	8300	
211)200 1 11911114)	calpopor county (Maint: 70)		0070	0 70		070	070	070	Ü	0.000	0.7	0000	
l and Highway	Culpanar Causty (Mainty 79)		000/	00/	19/	00/	00/	00/		0.000	0.750	15000	
Lee Highway	Culpeper County (Maint: 78)		98%	0%	1%	0%	0%	0%	г	0.092	0.752	15000	
	From:												
211 Lee Highway	Fauguier County		98%	0%	1%	0%	0%	0%	F	0.092	0.735	17000	
3 3													
Eroot Avo	Town of Worrenton		000/	00/	10/	00/	00/	00/		0.097	0.679	22000	
Frost Ave	Town of Warrenton		90%	0%	1%	0%	0%	0%	C	0.087	0.678	22000	
Bus Bus	From:												
~~ ~~	Town of Warrenton		98%	0%	1%	0%	0%	0%	С	0.08	0.584	34000	
21) (1) (29) = 10 = 10 = 10	T-1						• , •						
Bus	From:	Bus US 17 Broadview Av	re										
211 (29) Lee Highway	Town of Warrenton	0.55 29000 G	98%	0%	1%	0%	1%	0%	С	0.077	0.537	29000	
~ ~	To:	Bus US 15 Blackwell Rd	l										
	May Rappahannock County St.												
211 Ramp to I-81 S at Exit 264	Shenandoah County	0.19 2500 G								0.102		2500	
~	To:	I-81 S											
	From:	US 211 W Old Cross Rd	Į										
211 Ramp to I-81 N at Exit 264	Shenandoah County	0.15 2100 G			•					0.113		2100	
	To:	I-81 N											
Bus	From:	Broadview Ave											
211 Waterloo St	Town of Warrenton		99%	0%	0%	0%	0%	0%	С	0.093	0.64	6800	
	To												
Bus	From:	-											
Waterloo St	Town of Warrenton		99%	0%	0%	0%	0%	0%	F	0.096	0.557	6100	
~	To:												
Bus Bus	Town of Workenton		000/	00/	10/	00/	00/	00/	N.I	0.000	0.500	E000	
211 (15) Main St	Town of Warrenton		99%	0%	1%	0%	0%	0%	IN	0.093	0.566	5900	
Bus Bus	From:												
211 (15) Alexandria Pike	Town of Warrenton		100%	0%	0%	0%	0%	0%	С	0.096	0.57	6800	
-11/10/10/10/10/10/10/10/10/10/10/10/10/1	т					- / -	- / -		-				
Bus Bus	From:	King St											
	Town of Warrenton	0.21 7100 G	99%	0%	0%	0%	0%	0%	F	0.093	0.565	7300	
211 \ 15 \ Alexandria St													
211 (15) Alexandria St	To:												
Bus Bus	To: From:	Alexandria Pike											

5/2/2016

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

_					_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
Bus Bus	From:		uth of Wahington											
211 522 Main St	Rappahannock County	0.72	910 G	99%	0%	0%	0%	0%	0%	С	0.096	0.548	930	G
Bus Bus	To: From:	SCL V	Washington											
211 (522 Main St	Town of Washington (Maint: 78)) 0.37	910 N	99%	0%	0%	0%	0%	0%	Ν	0.096	0.548	930	١
	To:		8 Middle St											
Bus Bus 211 (522) Warren St	Town of Washington (Maint: 78		28 Main St 910 N	99%	0%	0%	0%	0%	0%	N	0.096	0.548	930	ı
211 (522) Wallell St	Town of Washington (Maint. 70)			33 /6	0 78	0 /8	0 /6	0 /6	0 /6	14	0.030	0.540	950	'
Bus Bus	From:		Washington											
211 (522)	Rappahannock County		910 N	99%	0%	0%	0%	0%	0%	Ν	0.096	0.548	930	1
	To:	US 211 Eas	st of Washington											
Bus Na A Main Ch	From:		Lee Highway	000/	00/		00/	00/	00/	F	0.000	0.544	7000	
West Main St	Town of Luray	0.15	7400 F	99%	0%	1%	0%	0%	0%	F	0.083	0.544	7800	F
Bus	To: From:	Leak	ksville Rd											
West Main St	Town of Luray	0.85	7200 F	99%	0%	1%	0%	0%	0%	С	0.087	0.524	7600	F
~	To	I	Lee St			_								
Bus 211 West Main St	Town of Luray		8100 F	99%	0%	1%	0%	0%	0%	F	0.083	0.558	8500	ı
211) West Main of	Town of Editay			33 76	0 70	1 /0	0 70	0 /0	0 70	'	0.000	0.550	0300	
Bus	From:		JS 340											
East Main St	Town of Luray	0.98	9200 F	98%	0%	1%	0%	0%	0%	F	0.081	0.505	9700	F
Bus	To: From:	Rese	ervoir Ave											
East Main St	Town of Luray	0.14	7400 F	98%	0%	1%	0%	0%	0%	С	0.084	0.557	7800	F
~ <u></u>	To	Col	llins Ave											
Bus 211 East Main St	Town of Lurov			070/	0%	10/	00/	10/	00/	F	0.005	0.500	E200	F
East Main St	Town of Luray			97%	0%	1%	0%	1%	0%	Г	0.085	0.503	5300	Г
Bus	To: From:	EC	CL Luray											
East Main St	Page County		1700 F	97%	0%	1%	0%	1%	0%	С	0.100	0.553	1800	F
~	To:	US 211	East of Luray											
	From:		th of Timberville							_				
New Market Rd	Town of Timberville (Maint: 82)	0.69	3600 F	90%	1%	1%	2%	6%	0%	С	0.087	0.531	3800	ı
	To: From:		Timberville											
New Market Rd	Rockingham County		4100 F	93%	1%	1%	1%	4%	0%	F	0.087	0.549	4300	F
	107 Franc		ah County Line am County Line											
211)W Old Cross Rd	Shenandoah County		6100 G	93%	1%	1%	1%	4%	0%	С	0.086	0.55	6400	(
	To	WCI N	New Market											
211)W Old Cross Rd	Town of New Market (Maint: 85		6100 N	93%	1%	1%	1%	4%	0%	N	0.086	0.55	6400	1
-11)	To:	•	of New Market		. , •	Ť	. , •	. , •	- / 0	. •		0.00		•

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

Stafford County											
Route	Jurisdiction	Length AADT QA 4T	ire Bus				QC	()K	AAWDT	QV
	From:										
212 Chatham Heights Rd	Stafford County		3% 0%	1%	% 0%	0%	F	0.094	0.53	10000	F
<u> </u>	To:	SR 218 Butler Rd									
	From:										
(213)Manassas Dr	City of Manassas Park	0.04 8700 G 97	7% 1%	1% (0%	0%	F	0.091	0.502	9300	(
\smile	To	Baker St									
213 Manassas Dr	City of Manassas Park		7% 1%	1% (0%	0%	С	0.081	0.502	7500	(
	To	152 4402 Cabbal Dr									
Manassas Dr			7% 1%	1% (1% N%	0%	F	0.100	0.627	10000	(
213) Wariasas Di	Oity of Manassas Fark		70 170	170	770 070	0 70	'	0.100	0.027	10000	•
	Family 1										_
Stratford Hall Dd	Westmareland County		70/ 10/	10/	0/ 10/	00/	_	0.000	0.501	1200	,
214 Stratiord Hall Hu	westmoreland County		70 170	1%	70 170	0%	C	0.099	0.561	1200	,
											_
Wind Lill Dal	From:		70/ 00/	10/	0/ 40/	00/	_	0.000	0.500	0000	,
215) VINT HIII Ra	Fauquier County		% U%	1%	% 1%	0%	C	0.086	0.563	9800	(
	From:	2									
O15 Vint Hill Bd	Prince William County		3% 0%	1% (0%	0%	С	0 104	0.697	11000	
219) **** ****	Times Timani Seanty		7,0 0,0	. 70	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	070	Ū	0.101	0.007	11000	•
			20/ 00/	10/	201	00/		0.11	2.070	0500	
215 Vint Hill Rd			3% 0%	1% ()% 0%	0%	F	0.11	0.670	9500	(
<u> </u>	L L										
216 Guinea Rd	Gloucester County		3% 0%	1% (0%	0%	С	0.091	0.65	7700	I
<u> </u>	10:	36-649 Achilles									
	From:										
₍₂₁₇)State St	Town of Marion (Maint: 86)	2.20 1200 G 98	3% 0%	1% ()% 1%	0%	С	0.131	0.861	1300	(
Poule Durisdiction Length AADT QA 4Tire Bus Truck CANS SARIO Trail 2Trail CR Factor CR											
	Paper About Abou										
2 ₁₈)Butler Rd	Stafford County	1.13 17000 F 95	5% 0%	1%	% 2%	0%	С	0.069	0.51	18000	F
\smile	To:										
	From:						_				
218) White Oak Rd	Stafford County	0.63 15000 F 98	3% 0%	1%	% 0%	0%	F	0.086	0.548	16000	-
<u></u>	To: From:	89-1158 Baron Park Rd									
(218) White Oak Rd	Stafford County	1.82 7900 F 98	3% 0%	1%	% 0%	0%	С	0.092	0.560	8600	
\smile	To	89-606 Ferry Rd									
218 White Oak Rd	Stafford County		3% 0%	1%	% 0%	0%	F	0.092	0.560	8300	F
210)	- I				070	0,0	•	3.00=	0.000	-	
	CA-#		00/	10/	0/ 00/	00/		0.100	0.507	E400	_
)M/I-It- O-I- D-I	Stattard ('ounty	2.09 5000 F 98	5% 0%	1%	% 0%	0%	F	0.109	0.527	5100	ŀ
218) White Oak Rd											
218) White Oak Rd	To:	King George County Line									
$\overline{}$	To: From:	King George County Line Stafford County Line	70/_ n 0/	10/	o/_ no/	00/		0.112	0.697	3300	_

5/2/2016

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	48-696 Fairv												
Caledon Rd	King George County	1.05 3000	G	97%	0%	1%	1%	0%	0%	С	0.119	0.725	3100	C
	To: From:	48-609 Cash												
218 Caledon Rd	King George County	6.81 3000	G	97%	0%	1%	1%	0%	0%	F	0.125	0.820	3100	(
<u> </u>	To: From:	SR 206 Bert	haville											
218) 206) Dahlgren Rd	King George County	2.19 1200	G G	98%	0%	0%	0%	1%	0%	F	0.114	0.784	13000	(
	To: From:	SR 206 O	wens			\neg \vdash								
Windsor Dr	King George County	0.28 1300	G	99%	0%	1%	0%	0%	0%	F	0.131	0.565	1300	(
\smile	To	US 301 South	of Owens											
218)Windsor Dr	King George County	6.02 5900		99%	0%	1%	0%	0%	0%	С	0.098	0.798	6100	(
	To:	SR 205 East of	Tetotum											
	From:	US 460 Virgi	nia Ave											
Federal St	Town of Rich Creek (Maint: 35)	0.57 9100		97%	0%	1%	0%	2%	0%	С	0.088	0.634	9700	(
~* <i>)</i>	To:	ECL Rich (~reek											
219	Giles County	1.16 910 0		97%	0%	1%	0%	2%	0%	Ν	0.088	0.634	9700	
10)	To:	West Virginia S												
	From:	North Carolina	State Line											
Greensboro Rd	Henry County	3.05 1000		84%	1%	1%	1%	12%	1%	С	0.102	0.762	10000	
	TO	Bus US 220 S,	Church St											
220 Greensboro Rd	Henry County	0.34 1100		84%	1%	1%	1%	12%	1%	F	0.074	0.52	11000	
220 Greenessis Ha	Tionly county		-	0170	1 70		1 70	1270	1 70	•	0.07 1	0.02	11000	
Croonshara Dd	Town of Didgovov (Moint, 44)	SCL Ridge 0.36 1100		0.40/	1%	10/	10/	100/	10/	N	0.074	0.50	11000	
Greensboro Rd	Town of Ridgeway (Maint: 44)	0.36 1100	J N	84%	170	1%	1%	12%	1%	IN	0.074	0.52	11000	
~	To: From:	SR 87 Moreh				<u></u>								
Greensboro Rd	Town of Ridgeway (Maint: 44)	0.58 1800) F	84%	1%	1%	1%	12%	1%	F	0.075	0.603	18000	
	To: From:	NCL Ridg	eway											
Greensboro Rd	Henry County	0.03 1800) N	84%	1%	1%	1%	12%	1%	Ν	0.075	0.603	18000	-
~	To: From:	Bus US 220 N	, Main St			<u> </u>								
Greensboro Rd	Henry County	2.35 1900) F	84%	1%	1%	1%	12%	1%	F	0.074	0.543	19000	
~	To:	US 58 William F Stone												
	From:	Bus US 220 S, Gr			40/		40/	400/	40/	_	0.005	0.505	45000	
220 58 William F Stone Hwy	Henry County	3.49 1500) F	84%	1%	1%	1%	12%	1%	F	0.085	0.525	15000	
~	To: From:	US 58; Bus US 58 A												
William F Stone Hwy	Henry County	4.00 1500) F	84%	1%	1%	1%	12%	1%	F	0.086	0.537	15000	
~	To	44-609 Dillons	Fork Rd											
William F Stone Hwy	Henry County	3.22 1500) G	84%	1%	1%	1%	12%	1%	F	0.074	0.568	15000	(
~	To	SR 57 Appala	chian Dr											
220 (57) William F Stone Hwy	Henry County	0.77 1600		84%	1%	1%	1%	12%	1%	F	0.086	0.513	15000	1
223 6,7		57 Fairystone Pkwy; Bus												-

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

						Tru	ıck			K	Dir		
Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q\
Henry County	1.98 1600	0 F	87%	1%	1%	1%	10%	1%	F	0.077	0.520	17000	F
To:	44-669 Murry	Hill Lane											
Henry County			87%	1%	1%	1%	10%	1%	F	0.076	0.52	16000	
To:	Franklin Cou	nty Line											
From:	Henry Coun	ty Line											
Franklin County	1.90 1500	0 G	87%	1%	1%	1%	10%	1%	F	0.071	0.521	15000	
To:	33-605 He	nry Rd											
Franklin County			87%	1%	1%	1%	10%	1%	F	0.073	0.635	15000	
7													
Frontin County			070/	10/	10/	10/	100/	10/		0.070	0.507	10000	
Franklin County	6.70 1500	U G	0/%	170	170	170	10%	170	Г	0.072	0.527	16000	
To: From:	BUS US 220 S of	Rocky Mo											
Franklin County	2.62 1800	0 A	87%	1%	1%	1%	10%	1%	С	0.096	0.583	18000	
Τα	SCL Rocky	Mount											
Town of Rocky Mount (Maint: 33)			87%	1%	1%	1%	10%	1%	С	0.096	0.583	18000	
То:						.,.		.,.	_				
From:													
Town of Rocky Mount (Maint: 33)	1.35 2100	0 G	87%	1%	1%	1%	10%	1%	F	0.074	0.526	22000	
To:	BUS US 220 N Main St	N of Rock	y Mount										
From:													
Town of Rocky Mount (Maint: 33)	0.30 2500	0 G	87%	1%	1%	1%	10%	1%	F	0.079	0.524	26000	
To:													
From:									_				
Franklin County	3.43 2500	0 G	8/%	1%	1%	1%	10%	1%	F	0.079	0.524	26000	
To: From:	33-697 S W	irtz Rd			-								
Franklin County	3.97 2400	0 G	87%	1%	1%	1%	10%	1%	F	0.083	0.621	24000	(
Tec	CCI Doon	o M:11											
Town of Boones Mill (Maint: 33)			87%	1%	1%	1%	10%	1%	F	0.085	0.635	26000	
Town of Boories with (Waint: 60)			07 70	1 70		1 70	10 /0	1 /0	•	0.000	0.000	20000	
To: From:													
Franklin County	1.17 2600	0 G	87%	1%	1%	1%	10%	1%	F	0.087	0.660	27000	
To	33-613 Na	ıff Rd			\neg \vdash								
Franklin County	0.37 2500	0 G	87%	1%	1%	1%	10%	1%	F	0.086	0.656	26000	
To:	Roanoke Cor	inty Line											
From:	Franklin Cou	-	•										
Roanoke County	6.07 2700	0 F	87%	1%	1%	1%	10%	1%	F	0.086	0.651	28000	
Τα	Blue Ridge I	Parkway											
Roanoke County			87%	1%	1%	1%	10%	1%	F	0.084	0.624	33000	
	2.25 2200		/0	. , •	. , •	. , •	, .	. , •	•		J.J		
j													
City of Roanoke (Maint: 80)	SCL Road		87%	1%	1%	1%	10%	1%	F	0.083	0.629	34000	
	Henry County Too From: Henry County Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Town of Rocky Mount (Maint: 33) Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Franklin County Too From: Franklin County	Henry County	Henry County	Note	SR 57 Fairystone Pkwy; Bus US 220 Virginia Ave Henry County	Second S	Length AADT QA 4Tire Bus 2Axle 3+Axle	Sursidiction	SR 57 Fairystone Pixwy; Bas US 220 Virginia Ave	Section County Section Secti	SR 57 Fairystone Pkwy; Bus US 220 Virginia Ave	Length AADT QA 4Tire Bus 2Axile 3+Axile 1Trail 2Trail QC Factor OK Factor Factor Factor Factor Factor OK OK Factor OK OK Factor OK OK OK OK OK OK OK O	Section County Section County Section County Section County Section County Section County Section
Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	Lord of the Con-	1	4457		4T!	Divis		Tru	ıck		-00	K	OK	Dir	A A VA/DT	
Route	Jurisdiction		AADT			Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
220 Roy Webber Expwy	City of Roanoke (Ma		220; SR 419 49000	Electric F	Rd 87%	1%	1%	1%	10%	1%	F	0.086		0.59	51000	F
220 Troy Webber Expwy	only of Hoanoke (Wil	1.00			01 70	1 /0	170	1 /0	10 /0	1 /0		0.000		0.55	31000	•
220 Roy Webber Expwy	City of Roanoke (Mi	aint: 80) 1.71	Wonju St 64000	F	87%	1%	1%	1%	10%	1%	F	0.088		0.556	66000	F
220)	To	SR /	24 Elm Ave;	· I_581												
220 (581)	City of Roanoke (Ma		L+ Lilli 71vc,	, 1-301	Se	e I-581	for dire	ectional t	raffic v	olume e	stimat	es for thi	is seg	ment.		
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route	66000	F	93%	1%	1%	1%	4%	0%	F	0.085	F	0.542	73000	F
	To:	US	11 Williams	on Rd			_									
220 (581)	City of Roanoke (Ma	aint: 80) 0.31			Se	e I-581	for dire	ectional t	raffic v	olume e	stimat	es for th	is seg	ment.		
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route	76000	F	93%	1%	1%	1%	4%	0%	F	0.088	F	0.527	84000	F
	To: From:		460 Orange	e Ave												
220 581	City of Roanoke (Ma				Se	e I-581	for dire	ectional t	raffic v	olume e	stimat	es for th	is seg	ıment.		
\hookrightarrow \circ	Combined Traffic Estimates for 2 Parallel R	oadways on this Route	77000	Α	93%	1%	1%	1%	4%	0%	F	0.102	Α	0.633	83000	Α
~~~	To: From:		alley View I	Blvd												
(220) (581)	City of Roanoke (Ma	,										es for th	_	•		
$\Rightarrow$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel R	oadways on this Route	61000	G	93%	1%	1%	1%	4%	0%	С	0.107	В	0.51	67000	G
~~~	To: From:		01 Hershber	rger Rd												
220 581	City of Roanoke (Ma	,										es for thi	_	•		
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route	55000	Α	93%	1%	1%	1%	4%	0%	F	0.105	Α	0.541	61000	Α
	To: From:		17 Peters Cr	reek Rd		1.50	<u> </u>		•							
220 581	Roanoke Cour	,	40000	_								es for thi	_	•	50000	_
	Combined Traffic Estimates for 2 Parallel R	oadways on this Houte	I-81	F	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	52000	F
	From:	IS-00581-N(R)/IS-0		A(L)/TO I	RT 81 NO	RT										
(220)(581) Ramp	Roanoke Cour						for dire	ectional t	raffic v	olume e	stimat	es for th	is seg	ıment.		
\bigcirc	To: From:	IS-00081-N(B)/IS-00	0581-N006A I-581	A(R)/FRC	OM RT 58	1 N										
(220) (81)	L Roanoke Cour	ntv 2.34	1-361		S	ee I-81	for dire	ctional ti	raffic vo	lume es	timate	es for this	s seai	ment.		
(220) (01)	Combined Traffic Estimates for 2 Parallel R	•	61000	Α	80%		1%	1%	17%			0.098	·		61000	Α
	To	-	115 Plantatio													
220 (81)	From:∟ Roanoke Cour		115 Haman	on Ku	S	ee I-81	for dire	ctional ti	raffic vo	lume es	timate	es for this	s segi	ment.		
(220) (01)	Combined Traffic Estimates for 2 Parallel R	•	52000	F		1%		1%				0.081	•	0.579	52000	F
	Τα	•	etourt Count	y Line												
~~~	From:		noke County	y Line		1 04	( l'	-4114-								
220 (81)	Botetourt Coul	•		_								es for this	·		50000	_
	Combined Traffic Estimates for 2 Parallel R		xit 150; ALT	F SP 220		1%	1%	1%	17%	1%	F	0.081	F	0.579	52000	F
	From:	1-01 E	I-81 N	I SIN 44U												
(220) (81) Ramp I-81 N Ex	it 150B to US 11 Botetourt Cour	nty 0.18			S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	s segi	ment.		
$\overline{\smile}$	To:	US	11 Lee High	hway												

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

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
~~	From:	Ramp From I-81 NB at											
220 (11) Lee Highway	Botetourt County	0.25 <b>6400</b>	N 99%	0%	0%	0%	0%	0%	N	0.098	0.589	6600	N
ALT.	To: From:	ALT SR 220 Clover US 11 Lee High											
ALT 220 (220) Roanoke Rd	Botetourt County	0.07 <b>35000</b>	G 89%	1%	1%	1%	8%	0%	F	0.082	0.662	37000	G
220 Roanoke Rd	To:	End of Alt SR 220		1 /0		1 /0	0 /0	0 70		0.002	0.002	37000	ч
	From:	I-81; ALT SR 2											
220 Roanoke Rd	Botetourt County	1.67 <b>27000</b>	<b>G</b> 95%	0%	1%	0%	4%	0%	С	0.091	0.616	29000	G
===	Tec	11-779 Catawba	. D.1										
220 Roanoke Rd	Botetourt County	3.69 <b>15000</b>	<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.085	0.636	16000	G
220 Hoanoke Ha	Bototourt County	0.00 13000	<b>G</b> 50 78	1 /0	1 /0	1 /0	370	0 70	•	0.000	0.000	10000	G
	To: From:	11-670 Trinity			<del> </del>								
Roanoke Rd	Botetourt County	3.15 <b>11000</b>	<b>A</b> 93%	1%	1%	1%	5%	0%	С	0.101	0.584	12000	Α
<b>~</b>	To: France	SCL Fincastl	e		-								
220 Botetourt Rd	Town of Fincastle (Maint: 11)	0.11 <b>11000</b>	N 93%	1%	1%	1%	5%	0%	Ν	0.101	0.584	12000	Ν
	To	11 620 Main	C+										
Botetourt Rd	Town of Fincastle (Maint: 11)	11-630 Main 0.18 <b>9000</b>	<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.081	0.598	9600	G
220 Botetourt Hu	Town of Findastie (Maint. 11)			1 /0	1 /0	1 /0	J /0	0 /6	•	0.001	0.556	3000	ч
~~	To: From:	NCL Fincast											
220 Botetourt Rd	Botetourt County	4.49 <b>9000</b>	N 93%	1%	1%	1%	5%	0%	Ν	0.081	0.598	9600	N
<del>~</del>	To	11-635 Timber Ridge; V	W Wind Rd										
220 Botetourt Rd	Botetourt County	6.79 <b>6500</b>	<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.081	0.564	6900	G
===	To	SR 43 Y James	. C+										
220 Botetourt Rd	Botetourt County	0.83 <b>6300</b>	<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.081	0.563	6700	G
220 Botelourt Flu		0.03 0300	<b>G</b> 9578	1 /0	1 /0	1 /0	J /6	0 /6	•	0.001	0.505	0700	ч
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	11-615 Craig Cre											
220 (42) Botetourt Rd	Botetourt County	1.32 5600	G 93%	1%	1%	1%	5%	0%	F	0.080	0.574	5900	G
\Rightarrow \bigcirc	To	SR 43 Narrow Pass	sage Rd										
220 (42) Botetourt Rd	Botetourt County	9.95 5600	G 93%	1%	1%	1%	5%	0%	F	0.081	0.565	6000	G
=======================================	To:	Alleghany County Line; S	CL Iron Gate										
~~ <u> </u>	From:	Botetourt County	Line										
220 (42) Market Ave	Town of Iron Gate (Maint: 03)	0.88 6300	G 93%	1%	1%	1%	5%	0%	F	0.076	0.532	6800	G
\sim	То	NCL Iron Ga	te.										
220 (42)	Alleghany County	0.66 6300	N 93%	1%	1%	1%	5%	0%	Ν	0.076	0.532	6800	Ν
220 (42)								-,-				-	
\sim	To: From:	BUS US 220 Ver		40/		40/	F0/	00/		0.077	0.504	0000	
220 (42)	Alleghany County	0.61 5800	G 93%	1%	1%	1%	5%	0%	F	0.077	0.521	6300	G
Bus	To: From:	BUS US 60											
220 60 42 Grafton St	Alleghany County	0.47 7900	G 88%	1%	1%	1%	10%	0%	С	0.086	0.534	8400	G
220 (60) (42) Granon or	Anogharry Country		J 00%	1 /0	1 /0	1 /0	10 /0	0 /0	J	0.000	0.554	0400	u
Bus	To: From:	03-670											
220 60 Market Ave	Alleghany County	0.19 7800	G 88%	1%	1%	1%	10%	0%	F	0.08	0.503	8300	G
	To	I-64 EAST OF CLIFTO											

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

Route	Jurisdiction			AADT		4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus (220) (60) Ramp	Alleghany Co		1 EAST (0.22	OF CLIFTO 3100	N FOR	GE							0.094			3100	G
	To	I-64-W FI		JS RT 60W		RT 629E											
\sim	Alleghany Co			20; BUS US	S 60		04	f a ali a	.4: 1 4		l	4:					
[220] [64] [60]	Combined Traffic Estimates for 2 Parallel	•	1.06	4 4000	_								es for this	•		10000	_
	Combined Trainic Estimates for 2 Parallel	Hoadways on this F				7770	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
~~~	To COLIGINATION TO STATE OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF TH	(14 : 1 : 00)		Clifton For	rge		1.04										
220 64 60	Town of Clifton Forg	,	1.55		_								es for this	_		10000	_
•	Combined Traffic Estimates for 2 Parallel	Roadways on this F	toute:	14000	G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
~~~	To From			Clifton Fo	rge												
220 (64) (60)	Alleghany Co		0.86			S	ee I-64	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	nent.		
\hookrightarrow \circ	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	14000	G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	13000	G
	To From		BUS US	S 60 BUS U	JS 220												
220 (64) (60)	Alleghany Co	ounty	2.34			S	ee I-64	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	nent.		
\sim	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	19000	G	77%	1%	1%	1%	20%	0%	F	0.085	F	0.527	18000	G
	To			03-696													
220 (64) (60)	Alleghany Co	ounty	4.98	03 070		S	ee I-64	for dire	ctional t	raffic vo	lume es	timate	es for this	sear	nent.		
220 04 00	Combined Traffic Estimates for 2 Parallel	•		19000	G	77%	1%	1%	1%	20%	0%	F	0.079	_	0.527	18000	G
	To			US 60	-												
~~~_	From			60 WEST	VIA RT						_						
220 64 Ramp	Alleghany Co		0.05				ee I-64	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	nent.		
<del>~</del> ~	To From	03	3-1104 F	ROM RT 6 I-64	4 WES	Γ											
220 60 Madison St	Alleghany Co	ountv	0.62	13000	G	90%	1%	1%	1%	8%	0%	F	0.083		0.538	13000	G
220) (60)	, mognary						. , 0		. 70	0,0	0 / 0	•	0.000		0.000	.0000	<b>O</b> .
220 60 E Madison St	City of Covir	aton		L Covingto 13000	G G	90%	1%	1%	1%	8%	0%	С	0.084		0.595	14000	G
220 60 E Madison St	City of Covil	igion	0.46	13000	G	90%	1 70	1 70	170	070	0%	C	0.064		0.595	14000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To From	:		8 Carpenter								_					
220 (60) East Madison St	City of Covir	ngton	0.26	15000	G	91%	1%	1%	1%	7%	0%	С	0.086		0.600	16000	G
~ ~	To From		S Hig	ghland Avei	nue												
220 60 E Madison Avenu	e City of Covir	ngton	0.12	13000	G	98%	0%	0%	0%	0%	0%	F	0.083		0.613	14000	G
~~~	Ti		S M	onroe Aven	nue												
220 N Alleghany Ave	City of Covir	ngton	0.93	10000	G	97%	1%	1%	1%	1%	0%	F	0.089		0.520	11000	G
	To		EI	Locust Stree	at												
220 N Alleghany Ave	City of Covir	naton		10000	G	97%	1%	1%	1%	1%	0%	F	0.085		0.52	11000	G
220)	2, 3. 30					- /-					- , -						-
220 N Alleghany Ave	City of Covir	ngton	N Ma 0.66	agazine Ave	G	97%	1%	1%	1%	1%	0%	С	0.094		0.593	6600	G
220 IN Allegitatiy Ave	City of Covil	igion -				31 /0	1 /0	1 /0	1 /0	1 /0	U /o	U	0.034		0.555	0000	G
~~	Te From			L Covingto		.=	101			,	• • •						
220 Hot Springs Rd	Alleghany Co	ounty	1.61	4700	G	97%	1%	1%	1%	1%	0%	С	0.099		0.641	5000	G
~	Te	7	03-6	87 Clearwa	iter												

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	K Factor	AAWDT	QW
~~~	From:	03-687 Clea												
(220) Hot Springs Rd	Alleghany County	8.28 <b>150</b> 0		97%	1%	1%	1%	1%	0%	F	0.091	0.551	1500	G
<u> </u>	To:	Bath Count												
220 Ingalls Boulevard	Bath County	Alleghany Cot 7.49 <b>2200</b>		95%	1%	1%	1%	2%	0%	С	0.085	0.553	2300	F
220)gao 200.01010	zam county				1 /0		. 70	-70	070	Ü	0.000	0.000	2000	•
220 Ingalls Boulevard	Poth County	08-658 Park 5.43 <b>330</b> 0		95%	1%	1%	1%	2%	0%	F	0.088	0.521	3500	F
220 Iligalis Boulevard	Bath County	5.43 3300	, г	95%	1 70	1 70	1 70	270	0%	Г	0.000	0.521	3300	Г
~~~	To: From:	SR 39 Warm		000/	40/		40/	40/	00/		0.000	0.540	0.400	
220 39 Ingalls Boulevard	Bath County	0.19 2300) F	93%	1%	1%	1%	4%	0%	F	0.093	0.519	2400	F
~ ~	To: From:	SR 39 North of W		gs										
220 Ingalls Boulevard	Bath County	4.17 880	F	93%	1%	1%	1%	4%	0%	С	0.094	0.582	930	F
<u> </u>	T _C .	08-614 Muddy	y Run Rd			\neg \vdash								
220 Stuart Hwy	Bath County	5.56 530	F	93%	1%	1%	1%	4%	0%	F	0.096	0.526	560	F
<u> </u>	To	08-623 Poor F	arm Road			— —								
220 Stuart Hwy	Bath County	4.11 470	F	93%	1%	1%	1%	4%	0%	F	0.106	0.509	490	F
-	To:	Highland Cou	inty Line											
~~~	From:	Bath Count												
220 Jackson River Rd	Highland County	8.62 <b>520</b>	F	93%	1%	1%	1%	4%	0%	F	0.108	0.504	550	F
~	To: From:	45-607 N, Big												
220 Jackson River Rd	Highland County	3.47 <b>660</b>	F	93%	1%	1%	1%	4%	0%	F	0.100	0.546	690	F
<u> </u>	To: From:	SR 84 Vand	lerpool			$\neg$ $\vdash$								
220 Jackson River Rd	Highland County	3.54 <b>1300</b>	) F	93%	0%	2%	2%	3%	0%	F	0.087	0.539	1300	F
<u> </u>	To:	SCL Mon	terev			$\neg$ $\vdash$								
220	Town of Monterey (Maint: 45)	0.35 <b>1300</b>		93%	0%	2%	2%	3%	0%	Ν	0.087	0.539	1300	Ν
<del></del>	Too From:	US 25	0											
220 Jackson River Rd	Town of Monterey (Maint: 45)	0.19 <b>1400</b>		93%	0%	2%	2%	3%	0%	С	0.089	0.605	1400	F
220)	To													
220	Highland County	NCL Mon 6.30 <b>1400</b>		93%	0%	2%	2%	3%	0%	N	0.089	0.605	1400	N
220)	- F			0070	0 70		270	0 70	070		0.000	0.000	1400	
220 Potomac River Rd	Highland County	45-642 Near B 1.12 <b>640</b>		93%	0%	2%	2%	3%	0%	F	0.097	0.536	670	F
220 Fotomac River Ru	Highland County	West Virginia		93%	076	2%	270	3%	0%	Г	0.097	0.556	670	Г
	From													
220 Ramp to I-81 N at Exit 128	Botetourt County	0.36 <b>410</b> 0									0.067		4100	G
7220 Hamp to 1 01 14 at Exit 120	To:	I-81 No									0.007		4100	а
North	From	US 220 TO RT 2400-		REET		<u> </u>								
220 Ramp	City of Roanoke (Maint: 80)	0.10 <b>6400</b>		NEE I							0.09		6400	G
220)	To To	SR 24 TO RT 5									5.50		2100	~
North	From:	ALT SR 2				ī								
220 Ramp to I-81 S at Exit 128	Botetourt County	0.11 <b>390</b> 0									0.117		3900	G
(220)	To:	I-81 S									•			

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

Б.,		,			4.7.	-		Tru	ck		00	K	OL D	ir	
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK Fac	tor AAWD	ı QW
South	From	0.40	US 220 S									0.444		0700	0
Ramp to I-81 S at Exit 1	28 Botetourt Co	ounty 0.42	6700	G								0.144		6700	G
	10	<u> </u>	I-81 S												
	From	I-64-E FROM R			8SOUTH										_
$220$ $\left\{60\right\}$ $\left\{60\right\}$ Ramp to I-6	4 E at Exit 16 Alleghany Co		4800	G	_							0.084		4800	G
~ ~ ~	From		-648 I-64-E0 T OF COV												
220 (60)	Alleghany Co		13000	N	90%	1%	1%	1%	8%	0%	Ν	0.083	0.5	38 13000	N
220 (60)	To To		US 220		0070	. , 0		. , ,	0,0	0 / 0	•	0.000	0.0		•
Bus	From	LIS 220	Near Clifto	n Forge											
Verge Street	Alleghany Co		1900	G G	98%	0%	0%	0%	1%	0%	С	0.104	0.5	99 2000	G
20)	r mognamy ox					0,0		0 / 0	. , 0	0 / 0	Ū		0.0		·
Bus	To From	SC	L Clifton Fo	orge											
Verge Street	Town of Cliftor	n Forge 0.70	2000	G	98%	0%	0%	0%	1%	0%	С	0.097	0.5	61 2100	G
~ <i>_</i>	To		Bus US 60												
Bus Bus Main Ct	Town of Cliftor				000/	00/	10/	00/	10/	00/	F	0.000	0.5	01 7000	G
220 60 Main St	Town of Cilitor	Forge 0.06	6800	G	98%	0%	1%	0%	1%	0%	Г	0.092	0.5	7200	G
Bus Bus	To From		B ST												
220 (60) Main St	Town of Cliftor	n Forge 0.26	6700	G	98%	0%	1%	0%	1%	0%	С	0.094	0.5	02 7200	G
	To		D: 1 C												
Bus Bus	From	•	Ridgeway S												
220 (60) (188 (188 Main 5	St Town of Cliftor		4500	G	97%	0%	1%	1%	1%	0%	F	0.089		4700	G
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	1%	0%	F	NA		9600	G
2	To		Keswick St												
Bus Bus P20 60 Kesswick St	Town of Cliftor	Forge 0.14	Main St 960	G	97%	0%	1%	1%	1%	0%	С	0.119		1000	G
(60) Kesswick St	Combined Traffic Estimates for 2 Parallel	J		G	98%	0%	1%	0%	0%	0%	F	0.090	F 0.5		G
	Combined Trainc Estimates for 2 Parallel		Roxbury St		90%	076	1 70	0%	070	0%	Г	0.090	F 0.5	30 9100	C
Bus Bus	From		Keswick St												
Roxbury St	Town of Cliftor		2400	G	97%	0%	1%	1%	1%	0%	F	0.091	0.6	91 2500	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA		NA	
	To		Ridgeway S	t											
Bus Bus	From		Roxbury St												
220 60 Ridgeway St	Town of Cliftor	n Forge 0.61	8900	G	98%	1%	1%	0%	0%	0%	С	0.09	0.5	9500	G
<del>&gt; &gt;</del>	To From		6th St												
Bus Bus 220 60 Ridgeway St	Town of Cliftor	n Forge 0.27	8100	G	98%	1%	1%	0%	0%	0%	F	0.095	0.5	24 8600	G
220 60 Ridgeway St	Town of Childs				JU /0	1 /0	1 /0	U /0	U /0	U /0	'	0.035	0.0	0000	G
Bus Bus	To From	WC	L Clifton Fo	orge											
220 (60)	Alleghany Co	ounty 0.44	8700	G	98%	1%	1%	0%	0%	0%	С	0.093	0.5	52 9300	G
~ · · · ·	To		I-64 SR 384	1											
Bus	From	US 220; SF	419 South	of Roan	oke										
220 Franklin Rd	City of Roanoke (		22000	F	99%	0%	1%	0%	0%	0%	С	0.087	0.7	66 24000	F
<u>-</u> -	To		Penarth Roa	d											

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

Б.,	1 1 1 1				<b>T</b> .			Tru	ck		-00	K	Dir	4 4 14 / D.T.	
Route	Jurisdiction	Length	AADI (	QA 4 ⁻	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
Bus 20 Franklin Rd	City of Roanoke		narth Road 17000	<b>F</b> 9	9%	0%	1%	0%	0%	0%	F	0.087	0.574	18000	F
220 Trankiii Tiu	City of Floarione			F 3	J /6	0 76	1 /0	0 /6	0 /6	0 /6	'	0.007	0.574	10000	'
Bus	Prom		3-3 Wonju St							221	_				
Franklin Rd	City of Roanoke				9%	0%	1%	0%	0%	0%	F	0.087	0.574	12000	F
Bus	To: From:	128-800	3 McClanahar												
Franklin Rd	City of Roanoke	0.41			9%	0%	1%	0%	0%	0%	F	0.093	0.540	10000	F
	To:		5; I-581 Under												
us 20 S Main St	Franklin County	US 220 So 1.76	uth of Rocky 1		7%	0%	1%	1%	1%	0%	С	0.101	0.502	6000	
20 6 Main St	Tallkiii Oddiky				70	0 70		1 /0	1 /0	0 70	O	0.101	0.502	0000	
us	From:		Rocky Mount								_				
20)	Town of Rocky Mount	0.10	6700	<b>G</b> 9	7%	0%	1%	1%	1%	0%	F	0.101	0.502	6900	(
us	To: From:	Scu	ffling Hill Rd												
South Main St	Town of Rocky Mount	0.81	6500	<b>G</b> 9	8%	1%	1%	0%	1%	0%	С	0.09	0.577	6800	(
us	To: From:	I	Floyd Ave												
South Main St	Town of Rocky Mount	0.24	7500	<b>G</b> 9	8%	1%	1%	0%	1%	0%	F	0.087	0.521	7800	(
	Tœ	Ta	nyard Road				_								
us 20 South Main St	Town of Rocky Mount	0.08		<b>G</b> 9	8%	1%	1%	0%	1%	0%	F	0.093	0.512	5500	(
20 South Main St	Town of Hocky Would			<u>u</u> 5	0 70	1 /0		0 70	1 /0	0 70	'	0.000	0.512	3300	`
JS	From:		aiborne Ave												
North Main St	Town of Rocky Mount	0.15	4500	<b>G</b> 9	8%	1%	1%	0%	1%	0%	F	0.092	0.514	4700	(
us	To: From:		Pell Ave												
20 (40)	Town of Rocky Mount	0.03	14000	<b>G</b> 9	8%	1%	1%	0%	1%	0%	F	0.095	0.56	14000	(
us .	To: From:	F	Franklin St												
North Main St	Town of Rocky Mount	0.54	9300	<b>G</b> 9	6%	1%	1%	1%	1%	0%	С	0.095	0.56	9800	(
	То:		h Int Circle St												
us 20 North Main St	Town of Rocky Mount		10000		6%	1%	1%	1%	1%	0%	F	0.093	0.529	11000	(
20 yr torur Main St	Tol.				70	170		1 /0	1 70	0 / 0	•	0.000	0.020	11000	`
us	From:		Rocky Mount												
N Main St	Franklin County		N of Rocky Mo		6%	1%	1%	1%	1%	0%	F	0.098	0.544	15000	(
S	From:	US 220 William F	•		ro D4		I								_
O Greensboro Rd	Henry County				6%	0%	0%	1%	3%	0%	С	0.092	0.564	14000	
~	To:	Bus US 58	3, A L Philpott	Hwy											
us Bus	Fron: Honny County	US 58 SOUTH				00/	00/	00/	10/	00/	F	0.000	0.507	17000	
20 58 Memorial Blvd	Henry County	0.72 SCL M			7%	0%	0%	0%	1%	0%	г	0.088	0.587	17000	F

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

_								Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
Bus Bus	From:		MARTINSV		070/	00/	201	00/	10/	00/	_	0.000	0.504	00000	_
220 58 Memorial Blvd	City of Martinsville	0.71	18000	F	97%	0%	0%	0%	1%	0%	С	0.090	0.564	20000	F
Bus	To: From:	STA	ARLING AV												
(57) Memorial Blvd	City of Martinsville	0.25	14000	F	97%	1%	1%	0%	2%	0%	F	0.088	0.54	16000	F
Bus	T _C From:	I	Broad Street												
220 57 Memorial Blvd	City of Martinsville	0.85	11000	F	97%	1%	1%	0%	2%	0%	С	0.088	0.529	11000	F
Bus	To: From:		Fayette St												
Memorial Blvd	City of Martinsville	0.65	12000	F	98%	0%	0%	0%	1%	0%	С	0.089	0.509	13000	F
~~	To: From:	NC	L Martinsvil	lle											
Bus 20 Virginia Ave	Henry County	2.29	18000	F	98%	0%	0%	0%	1%	0%	F	0.088	0.552	18000	F
~ <i>_</i>	To		Daniel Cree	ek Rd											
Bus 220 Virginia Ave	Henry County	2.02	19000	F	96%	1%	0%	0%	2%	0%	С	0.088	0.556	20000	F
viigiila Ave	To:		R 57 Fairysto			1 /0		0 70	270	0 70	O	0.000	0.550	20000	
Bus	From:	US 220	South of Rid	lgeway											
Church St	Henry County	0.30	1400	F	99%	1%	0%	0%	0%	0%	F	0.107	0.634	1500	
Bus	To: From:	SC	CL Ridgeway	y											
Church St	Town of Ridgeway (Maint: 44)	0.53	1400	N	99%	1%	0%	0%	0%	0%	Ν	0.107	0.634	1500	1
~ <i>_</i>	To: From:	SR 8	7 Morehead	Ave											
Bus 20 Main St	Town of Ridgeway (Maint: 44)	0.81	3900	F	99%	1%	0%	0%	0%	0%	С	0.1	0.501	4200	
<del>~</del>			CL Ridgewa	v											
Bus 20 Main St	Henry County	0.04	3900	N	99%	1%	0%	0%	0%	0%	N	0.1	0.501	4200	ı
20 (Wall) St	To:		North of Rid		33 76	1 /0		0 70	0 70	0 70	1 4	0.1	0.501	7200	
LT ALT	From:	I-581, U	S 220, ALT	SR 220											
20 (460) (11) (116) Orange Ave	City of Roanoke	0.24	35000	F	96%	1%	1%	1%	2%	0%	F	0.079	0.639	39000	
LT	To: From:	US 1	1 Williamsor	n Rd											
20)(460)(221)Orange Ave	City of Roanoke	0.49	36000	F	96%	1%	1%	1%	2%	0%	F	0.075	0.520	40000	
<i>&gt;</i>	To: From:	SR	115 Hollins	Rd											
LT 20)(460)(221)Orange Ave	City of Roanoke	1.14	40000	F	94%	0%	1%	1%	4%	0%	F	0.077	0.558	43000	
	та		24th St			-									
NLT (20) (460) (221) Orange Ave	City of Roanoke	1.17	28000	F	94%	0%	1%	1%	4%	0%	F	0.083	0.516	30000	
20 (460) (221) Orange Ave	Oity of Hodrioke				J <del>-1</del> /0	U /0	1 /0	1 /0	7 /0	U /0	'	0.003	0.510	30000	1
LT	From:		8-8055 King		0.451	0.5.		461	461	051	-	0.6=0	. <b></b> .	40000	
220)(460)(221)Orange Ave	City of Roanoke	0.38	40000	F	94%	0%	1%	1%	4%	0%	F	0.079	0.514	42000	F

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

					_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
ALT COLUMN	From:		Roanoke	0.40/	00/	101	40/	40/	00/	_	0.000	0.550	00000	
20 460 221 Challenger Ave	Roanoke County		84000 A	94%	0%	1%	1%	4%	0%	С	0.093	0.552	36000	F
LT	From:		) BONSACK 21, US 460											
Cloverdale Rd	Roanoke County		26000 F	89%	1%	1%	1%	8%	0%	F	0.087	0.559	27000	
.20)	To:		rt County Line											
LT	From:	Roanoke	e County Line											
20 Cloverdale Rd	Botetourt County	4.54 <b>1</b>	19000 F	89%	1%	1%	1%	8%	0%	С	0.100	0.522	20000	
<u></u>	To	US 11 I	Lee Highway											
LT Pagnaka Pd	Potatourt County			000/	10/	10/	10/	00/	00/	F	0.000	0.660	27000	(
20 220 Roanoke Rd	Botetourt County		35000 G	89%	1%	1%	1%	8%	0%	Г	0.082	0.662	37000	'
	100		1; US 220											
~~~ N B: B!	From:		rolina State Line	0.40/	00/	10/	40/	40/	00/	_	0.400	0.504	0000	
21 (21) New River Pkwy	Grayson County	3.39	1900 G	94%	0%	1%	1%	4%	0%	С	0.103	0.521	2000	
· ·	To: From:	CL Inc	dependence											
21 \ (21 \)	Town of Independence (Maint: 38)	0.47	1900 N	94%	0%	1%	1%	4%	0%	Ν	0.103	0.521	2000	
	To:	US 58 INI	DEPENDENCE											
21) (58) E Main St	Town of Independence (Maint: 38)		6700 G	95%	1%	1%	1%	3%	0%	F	0.11	0.615	7100	
1 (30)														
21 (58 Grayson Pkwy	Grayson County		dependence 6700 N	95%	1%	1%	1%	3%	0%	N	0.11	0.615	7100	
21 (58) Grayson Pkwy	Grayson County	1.55	6700 N	95%	1 70	1 70	1 70	370	0%	IN	0.11	0.615	7100	
~~-	To: From:		t of Independence											
21 (58) Grayson Pkwy	Grayson County	8.68	4700 G	95%	1%	1%	1%	3%	0%	С	0.094	0.556	4900	
~ ~	To: From:	SR 94 WE	EST OF GALAX											
21 (58) Grayson Pkwy	Grayson County	1.36	8200 G	95%	1%	1%	1%	3%	0%	F	0.095	0.583	8600	
	To- From:	WC	CL Galax											
21 (58) Reserve Blvd	City of Galax		7600 G	97%	0%	1%	1%	2%	0%	С	0.094	0.537	8100	
21) (36) 11000110 2110	only of datax			0.70	0 70		1 70	_ /0	070	Ŭ	0.001	0.007	0100	
~ Program Block W Object By	To:		dtown Rd	070/	00/	10/	40/	00/	00/	_	0.004	0.550	7000	
21 (58) Reserve Blvd; W Stuart Dr	City of Galax	1.10	6900 G	97%	0%	1%	1%	2%	0%	F	0.084	0.556	7300	
~ ~	To: From:		ries Rd											
21 (58) W Stuart Dr	City of Galax	0.20 1	11000 G	97%	0%	1%	1%	2%	0%	F	0.088	0.574	12000	
\rightarrow	To	SR 89	9 MAIN ST											
21 (58) E Stuart Dr	City of Galax		14000 G	96%	0%	1%	0%	3%	0%	F	0.094	0.533	15000	
	To													
21 (58) E Stuart Dr	City of Galax		20000 G	96%	0%	1%	0%	3%	0%	F	0.078	0.504	21000	
21) (58) E Stuart Dr	Oity of Galax	1.01 2		<i>3</i> 0 /0	0 /0	1 /0	U /o	J /0	U /o	'	0.070	0.504	21000	
~~	To: From:		iynes Rd											_
21) (58) E Stuart Dr	City of Galax	1.10 1	16000 G	96%	0%	1%	0%	3%	0%	С	0.079	0.54	17000	(
~ ~	To:	EC	CL Galax			<u> </u>								
21 58 Carrollton Pike	Carroll County		5000 G	96%	0%	1%	1%	3%	0%	F	0.084	0.51	15000	
-	Tα		17-887											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA l	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	actor	AAWDT	QW
Compliant Billion	From:	17-8		000/	00/	40/	40/	00/	00/	_	0.000		2.504	17000	
(221) (58) Carrollton Pike	Carroll County	1.28 160		96%	0%	1%	1%	3%	0%	F	0.082	(0.524	17000	G
Correllton Dike	To: From:	17-8		069/	0%	1%	1%	3%	00/	С	0.101		0.543	15000	
(221) (58) Carrollton Pike	Carroll County	3.69 140		96%	0%	1 70	1 70	3%	0%	C	0.101	·	J.343	15000	Α
221 58 Carrollton Pike	Carroll County	0.72 150		97%	0%	1%	1%	1%	0%	F	0.084	(0.559	15000	G
(221) (58) Carrollton Pike	To Too			0,70	0 70		170	170	070	·	0.001		3.000	10000	ŭ
221 58 West Stuart Dr	Town of Hillsville (Maint: 17)	2.10 150		97%	0%	1%	1%	1%	0%	N	0.084	(0.559	15000	N
221) (36) 11001 01001 21	To:	US		0.70	0,0		. , ,	. , 0	070		0.00	·	3.000	.0000	
~~~	From:	US 58 S													
Floyd Pike	Town of Hillsville (Maint: 17)	1.42 <b>73</b> 0	00 G	96%	1%	1%	1%	1%	0%	F	0.087	C	0.535	7700	G
~~~ El . 1811	From:	ECL Hi		000/	40/		40/	40/	00/		0.007			7700	
Floyd Pike	Carroll County	0.02 730	00 N	96%	1%	1%	1%	1%	0%	N	0.087	C	0.535	7700	N
~~~ FI	From:	SR 100 East		000/	40/		40/	40/	00/	_				0500	
221 Floyd Pike	Carroll County	6.77 <b>25</b> 0	00 G	96%	1%	1%	1%	1%	0%	F	0.093	(	0.628	2500	G
~~~~ I S''	From:	17-638 I													
Floyd Pike	Carroll County	3.37 22 0 Floyd Cou		96%	1%	1%	1%	1%	0%	F	0.087	(0.608	2300	G
	From:	Carroll Co	_												
221 Floyd Highway South	Floyd County	4.50 21 0	00 G	96%	1%	1%	1%	1%	0%	F	0.099	C	0.516	2200	G
<u> </u>	To: From:	31-787 Near Willis 31-787 Ne		ge Rd											
221 Floyd Highway South	Floyd County	2.91 26 0		96%	1%	1%	1%	1%	0%	С	0.118	C	0.637	2700	Α
(221) 10,0 119.1110,000	To	31-750 Alur					.,,	.,.	*,*						
221 Floyd Highway South	Floyd County	8.26 37		96%	1%	1%	1%	1%	0%	F	0.096	C	0.626	3900	G
221) 3,1 3 3,111	To	WCL													
221 East Main St	Town of Floyd (Maint: 31)	0.33 370		96%	1%	1%	1%	1%	0%	Ν	0.096	C	0.626	3900	Ν
		SR 8 Flo													
221 West Main St	Town of Floyd (Maint: 31)	0.61 81 0		97%	0%	1%	1%	1%	0%	F	0.087	C	0.536	8500	G
	To	ECL I	Floyd												
221 Floyd Highway North	Floyd County	2.04 81 0	_	97%	0%	1%	1%	1%	0%	Ν	0.087	C	0.536	8500	Ν
	To:	31-860 Northea													
221 Floyd Highway North	Floyd County	1-860 Northeast of Floyd 6.97 30 0		ng Creek R 97%	d 0%	 1%	1%	1%	0%	F	0.100	,	0.505	3200	G
221 Floyd Highway North	Floyd County				0%	176	170	170	0%	Г	0.100	·	J.505	3200	G
Coat Floyd Highway North	Floyd County	31-661 Booth Creek 3.79 22 0			00/	1%	10/	1%	00/	С	0.098		1 569	2200	G
221 Floyd Highway North	Floyd County			97%	0%	170	1%	170	0%	C	0.098	·	0.568	2300	G
Con Cloud Highway North	Flord County	31-642 Mead		070/	00/	10/	10/	10/	00/	F	0.101		2 661	2100	
Floyd Highway North	Floyd County	7.20 29 0 Roanoke C		97%	0%	1%	1%	1%	0%	г	0.101	C	0.661	3100	G

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Post Mountain Bd	From:	Floyd Count		000/	00/	10/	40/	00/	00/	_	0.407		0.754	0000	_
Bent Mountain Rd	Roanoke County	2.40 3000	F	98%	0%	1%	1%	0%	0%	F	0.107		0.754	3200	F
~~~	To: From:	80-708 Ivy Ri	dge Rd												
221 Bent Mountain Rd	Roanoke County	1.46 <b>3300</b>	F	98%	0%	1%	1%	0%	0%	F	0.107		0.775	3500	F
<u> </u>	Too	80-711 Air	point												
221 Bent Mountain Rd	Roanoke County	7.31 <b>7200</b>		98%	0%	1%	1%	0%	0%	F	0.145		0.844	7600	F
	To:	80-688 Cotton	Hill Rd												
~ ~ ~	From:	80-897 Crystal Creel	k Dr; 80-1	646											
221 Brambleton Rd	Roanoke County	0.22 14000	) F	98%	0%	1%	1%	0%	0%	С	0.099		0.846	15000	F
<i></i>	To:	80-1683 Arlingto		r											
~~	From:	80-1683 Arling								_					
221 Brambleton Rd	Roanoke County	1.36 <b>24000</b>	) F	98%	0%	1%	1%	0%	0%	F	0.100		0.644	26000	F
<del></del>	To: From:	SR 419 Elect	ric Rd												
221 Brambleton Ave	Roanoke County	1.14 <b>1500</b> 0	) F	99%	0%	0%	0%	0%	0%	С	0.104		0.687	16000	F
==)	Toc	WCL Roar	1												
221 Brambleton Ave	City of Roanoke	1.39 <b>1300</b> 0		99%	0%	1%	0%	0%	0%	С	0.100		0.623	14000	F
1221 Brambleton Ave	Oity of Hoarloke	1.59 13000	, г	33 /6	0 /6	1 /0	0 /6	0 /0	0 /6	O	0.100		0.023	14000	'
~~~	To: From:	Overland F													
221 Brambleton Ave	City of Roanoke	0.52 7700	F	99%	0%	1%	0%	0%	0%	F	0.115		0.644	8400	F
<u> </u>	To:	Brandon A	Ave			\neg \vdash									
221 Main St	City of Roanoke	1.19 9300		99%	0%	1%	0%	0%	0%	F	0.095		0.587	10000	F
221)	~ -						• , •								
The Area	From:	8th St		000/	00/	10/	00/	00/	00/	_	0.000		0.005	44000	-
221 Elm Ave	City of Roanoke	0.46 1000 0) F	98%	0%	1%	0%	0%	0%	С	0.092		0.665	11000	F
	To: From:	US 220 Frank	din Rd												
221 Elm Ave	City of Roanoke	0.30 6900	F	98%	0%	1%	0%	0%	0%	F	0.082		0.542	7500	F
	affic Estimates for 2 Parallel Roadways	on this Route: 17000) F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.622	18000	F
	Tor	SR 24, SR	116												
~~~	From	SR 116 US 22													
221 (116) Franklin Rd	City of Roanoke	0.14 <b>5600</b>		98%	0%	1%	0%	0%	0%	F	0.128		0.693	5900	C
<del>~~~</del>	To:	Williamson	-												
Marie and Del	Other of Decree Lea	Franklin 1		000/	00/	40/	00/	00/	00/		0.400		0.000	5000	
221 Williamson Rd	City of Roanoke	0.14 5600		98%	0%	1%	0%	0%	0%	N	0.128		0.693	5900	١
<del>~</del>	From:	US 11 Salen Salem A													
221 (11) (116) Williamson Rd	City of Roanoke	0.15 <b>2100</b> 0		98%	0%	1%	0%	0%	0%	F	0.088		0.514	24000	(
221 11 (116) Williamson Rd	Oity of Hoarloke	0.10 21000	, G	30 70	0 70	1 /0	0 70	0 70	0 70		0.000		0.514	24000	•
~~~	To: From:	Shenandoah													
221 (11) (116) Williamson Rd	City of Roanoke	0.15 1500 0) F	98%	0%	1%	0%	0%	0%	F	0.092		0.709	17000	F
\bigcirc		I-581				\lnot \vdash									
221 (11) (116) Williamson Rd	City of Roanoke	0.50 12000) F	99%	0%	0%	0%	0%	0%	F	0.076		0.539	12000	F
	T														
ALT	From	US 460	S												
221 (460) (220) Orange Ave	City of Roanoke	0.49 36000) F	96%	1%	1%	1%	2%	0%	F	0.075		0.520	40000	F
	To	SR 115 Holli	ins Rd												

5/2/2016

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

					4.77	_		Tru	ıck		-00	K	Dir	4 4 14 / D.T.	. 01
Route	Jurisdiction	Length A	ADT (QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۱
ALT	From:		Hollins Ro		0.40/	00/	101	40/	40/	00/	_	0.077	0.550	40000	
221 460 220 Orange Ave	City of Roanoke	1.14 4 0	0000	F	94%	0%	1%	1%	4%	0%	F	0.077	0.558	43000	F
ALT	To: From:	2-	4th St												
221 (460 (220) Orange Ave	City of Roanoke	1.17 2 8	8000	F	94%	0%	1%	1%	4%	0%	F	0.083	0.516	30000	F
	To: From:	128-80	55 King St	t											
ALT (21) (460) (220) Orange Ave	City of Roanoke	0.38 4	0000	F	94%	0%	1%	1%	4%	0%	F	0.079	0.514	42000	F
(460) (220) Statigo / 113	Transfer of the state of the st			•	0.70			. , ,	.,,	0,0	•	0.07.0	0.0	000	
ALT ALT	From:		Roanoke												
21)(460)(220) Challenger Ave	Roanoke County	1.63 3	4000	Α	94%	0%	1%	1%	4%	0%	С	0.093	0.552	36000	
	To: From	Alt US 220	Cloverdal	le Rd											
21)(460)Challenger Ave	Roanoke County			F	88%	1%	1%	1%	8%	0%	F	0.089	0.578	30000	
<i></i>	To:		County Li												
21 (460) Blue Ridge Blvd	Botetourt County		County Li 4000	ine G	88%	1%	1%	1%	8%	0%	F	0.082	0.594	25000	
221 A60 Blue Ridge Blvd	Ediciount Goding				0070	1 /0		1 /0	070	0 70	•	0.002	0.004	20000	
Plus Pidgo Plud	Botetourt County		ige Parkwa 0000	ay A	88%	1%	1%	1%	8%	0%	С	0.099	0.566	22000	
21 460 Blue Ridge Blvd	Botetourt County		County Li		00%	1 70	170	170	070	0%	C	0.099	0.366	22000	
	From:		t County Li												
21 (460 W Lynchburg Salem Tpke	Bedford County	4.18 1 !	9000	G	88%	1%	1%	1%	8%	0%	F	0.081	0.595	19000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	09-695 Goose	Creek Va	alley Rd	l										
21 (460 W Lynchburg Salem Tpke	Bedford County	7.69 <b>1</b> 0	6000	G	88%	1%	1%	1%	8%	0%	F	0.081	0.539	17000	
~~ <u></u>	To	09-831 Tha	xton Schoo	ol Rd											
21 ( 460 W Lynchburg Salem Tpke	Bedford County	2.75 <b>1</b>	7000	G	88%	1%	1%	1%	8%	0%	F	0.083	0.509	18000	
	To	WCI	Bedford				<u> </u>								
21 (460)	City of Bedford (Maint: 09)			G	88%	1%	1%	1%	8%	0%	F	0.089	0.517	21000	
	To:	US 460 O													
Bus	From:	US 460 OI			000/	40/		00/	40/	201		0.004	0.500	7000	
21 (460)	City of Bedford (Maint: 09)	0.33 6	6600	N	98%	1%	1%	0%	1%	0%	N	0.094	0.506	7000	
Bus	To: From:	Oak	crest St												
21 (460 Blue Ridge Ave	City of Bedford	0.68 <b>6</b>	600	G	98%	1%	1%	0%	1%	0%	С	0.094	0.506	7000	
	To:		Ith St												
Bus	From:			_	000/	40/		201	40/	201	_	0.000	0.54	5000	
21 460 W Main St	City of Bedford	0.07 4	1900	G	98%	1%	1%	0%	1%	0%	F	0.092	0.51	5200	
Bus Bus	To: From:	Crei	nshaw St												
21 (460) (122) W Main St	City of Bedford	0.19 <b>6</b>	200	G	98%	1%	1%	0%	1%	0%	F	0.097	0.533	6600	
	То	Bus US 460, S	,		t										
$\underbrace{21}_{43}\underbrace{\binom{\text{Bus}}{122}}_{N}$ Bridge St	From	Bus US 460			000/	40/		201	00/	201	_	0.000	0.505	2022	
221 ( ( 43 ) ( 122 <i>)</i> N Bridge St	City of Bedford	0.16 5	800	G	98%	1%	1%	0%	0%	0%	F	0.093	0.535	6200	(

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

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
Rus	From:	Bedford Ave			ZAXIC	OTAXIC	TTTAII	ZITAII		1 actor	1 actor		
$\sim$	City of Bedford		98%	1%	1%	0%	0%	0%	С	0.092	0.526	8400	G
221) (43) (122) · · · · · · · · · · · · · · · · · ·	To:		0070	. , ,	$\overline{}$	0,0	0 / 0	0,0	Ū	0.002	0.020	0.00	
Bus	From:	SR 43 Peaks St											
221 (122) Longwood Ave	City of Bedford	0.71 <b>7300 G</b>	98%	1%	1%	0%	0%	0%	F	0.091	0.545	7800	(
<del></del>	Ter	Onlywood St											
Bus	From:												
₂₂₁ ( ₁₂₂ )Longwood Ave	City of Bedford		75%	7%	17%	0%	0%	0%	С	0.092	0.507	10000	(
$\sim$	To:												
Forcet Dd		- U	069/	10/	10/	10/	20/	00/	_	0.000	0.505	7000	,
Porest Rd	City of Bedford	0.68 <b>6600 G</b>	96%	1%	1%	1%	2%	0%	С	0.096	0.505	7000	(
~	To: From:	ECL Bedford											
221 Forest Rd	Bedford County	2.22 <b>6000 G</b>	96%	1%	1%	1%	2%	0%	F	0.097	0.511	6300	(
~ <i></i>	Toc	09-671 Centerville Rd											
221 Forest Rd			96%	1%	1%	1%	2%	0%	F	0.094	0.666	7900	(
221).						.,.		- 7	-				
~~	From:		200/	00/		00/	40/	00/	_	0.000	2.222	05000	
Porest Rd	Bedford County		99%	0%	0%	0%	1%	0%	F	0.092	0.606	25000	(
<u>~</u>	rom:												
Forest Pd		<u> </u>	99%	0%	0%	0%	1%	0%	С	0.094	0.586	29000	(
221 Ji diest Hu	Bediord County	2.04 <b>28000</b> G	33 /6	0 /6	0 /6	0 /6	1 /0	0 /6	C	0.034	0.560	29000	`
~~	To: From:	WCL Lynchburg											
₂₂₁ Lakeside Dr	City of Lynchburg	0.53 <b>29000 G</b>	99%	0%	0%	0%	0%	0%	С	0.091	0.56	31000	(
<del>~</del>	To	Lynchburg Expressway			$\neg$ $\vdash$								
221 (Lakeside Dr	City of Lynchburg	0.94 <b>17000 G</b>	99%	0%	0%	0%	0%	0%	F	0.086	0.576	18000	(
<del></del>	Too	En word Date of Did											
and Lakonido Dr	City of Lypobburg		99%	0%	0%	0%	0%	0%	F	0.088	0.572	15000	(
221 Lakeside Di	City of Lynchburg	1:52 <b>14000 G</b>	33 /6	0 /6	0 /6	0 /6	0 /6	0 /6	'	0.000	0.572	13000	`
~~~	To: From:	Old Forest Rd											
221 Lakeside Dr	City of Lynchburg	0.15 16000 G	99%	0%	0%	0%	0%	0%	F	0.087	0.586	18000	(
~	To:	Oakley Ave											
~~~	Prom:		200/	00/	20/	00/	00/	00/	_	0.007	0.504	44000	
221 Cakley Ave	City of Lynchburg		99%	0%	0%	0%	0%	0%	F	0.087	0.581	11000	(
~	rom:		e										
Oaklay Ava	City of Lypobhurg		99%	0%	0%	0%	0%	0%	F	0.086	0.507	11000	(
Oakley Ave	To:		33 /6	0 /6	0 /0	0 /6	0 /6	0 /6	'	0.000	0.507	11000	
Bus	From:												
	City of Lynchburg		97%	1%	1%	1%	1%	0%	С	0.082	0.506	10000	(
400).	g							- 7	_				
Bus	To: From	118-6029 Fort Ave											
221 (460 12th St	City of Lynchburg	0.25 <b>9300 G</b>	97%	1%	1%	1%	1%	0%	F	0.085	0.504	9900	(
	Ter	Due LIC 501 Commbell Av	10										
Bus Bus	From	·						_					
221 \ 460 \ 501 \ 12th St	City of Lynchburg	0.18 <b>8900 G</b>	96%	1%	1%	1%	1%	0%	F	0.09	0.564	9400	(
Bus   Bedford Ave   City of Bedford   D.11   7900   G													

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

						_		Tru	ıck			K		Dir		
Route	Jurisdictio	on Lengt	n <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:		12th Street													
221 460 501 Kemper St	City of Lynch		10000	G	96%	1%	1%	1%	1%	0%	С	0.081		0.552	11000	G
	10.		Lynchburg Ex		у											
221 Franklin Rd	City of Roan		JS 221 Elm A <b>9700</b>	Ave <b>F</b>	99%	0%	1%	0%	0%	0%	F	0.1		0.63	11000	F
Franklin Rd	Combined Traffic Estimates for 2 Parallel			F	99%	0%	1%	0%	0%	0%	F	0.1	F	0.622	18000	F
	Combined Trainic Estimates for 2 Parallel		1, SR 116 Jef			0%	1%	0%	0%	0%	Г	0.094	Г	0.622	18000	Г
	From:	00 22		1013011 5	•											
222)Weems Rd	Lancaster Co	Lounty 4.17	Dead End 1600	G	98%	0%	1%	1%	0%	0%	С	0.099		0.606	1600	G
222) 11 00 110	To:		200 Irvingto		0070	0,0		. , ,	0,0	0 / 0	Ū	0.000		0.000		<b>.</b>
	From:		SR 198 Hudgi													
223 Cricket Hill Rd	Mathews Co		2400	G	97%	0%	1%	1%	1%	0%	С	0.09		0.530	2500	G
	To:	57-633 OI	d Ferry Rd; G	Swynn Is	land											
	From:	Те	nnessee State	Line												
(224) Wadlow Gap Rd	Scott Cour	nty 1.65	8400	F	97%	0%	1%	0%	2%	0%	F	0.097		0.547	9100	F
$\overline{}$	To:	84	-907 Cliffviev	w Rd												
(224)Wadlow Gap Rd	Scott Cour		8300	F	97%	0%	1%	0%	2%	0%	С	0.098		0.549	9000	F
	To:		US 58													
	From:		South Blvd													
(225)Independence Blvd	City of Virginia	Beach 0.07	73000	N	99%	0%	0%	0%	0%	0%	Ν	0.081		0.524	79000	Ν
$\overline{}$	Tœ		I-264				<u> </u>									
(225)Independence Blvd	City of Virginia	Beach 0.73		F	99%	0%	0%	0%	0%	0%	F	0.081		0.524	79000	F
	To	US 58	Virginia Bea	ach Blyd			<u> </u>									
225 Independence Blvd	City of Virginia			A	99%	0%	0%	0%	0%	0%	С	0.096		0.517	53000	Α
	To		Pembroke Blv													
225 Independence Blvd	From: City of Virginia		47000	G	99%	0%	0%	0%	0%	0%	F	0.087		0.531	50000	G
223)	ony or virginia					0,0	<del></del> -	0,0	0,0	0 / 0	•	0.007		0.00	00000	<b>O</b> .
225 Independence Blvd	City of Virginia	Beach 1.81	Haygood Ro	F	99%	0%	0%	0%	0%	0%	F	0.087		0.536	41000	F
225 Independence Biva	Only of Virginia				33 76	0 70	0 70	0 70	0 70	0 70	'	0.007		0.550	41000	'
Indonendance Divid	City of Virginia		3 Northampto 23000	on Blvd <b>F</b>	99%	00/		00/	00/	00/	F	0.000		0.670	25000	F
225 Independence Blvd	City of Virginia		US 60 Shore 1		99%	0%	0%	0%	0%	0%	Г	0.092		0.672	25000	Г
North	From:				07											
North (225) Ramp	City of Virginia Beach		34-11; 134-8° <b>5500</b>	736; 134 <b>G</b>	-0/							0.101			5500	G
223)	Try		FROM HOLI		D										5555	_
North	From:		TO AND F													
(225)Ramp	City of Virginia Beach			G								0.095			16000	G
'	To:		ROM HOLL		OAD											
South	From	SI	R 225 TO RT	264												
(225)Ramp	City of Virginia Beach		7800	G								0.076			7800	G
$\smile$	Tor		4-E FROM R	T 225												

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

_					_		Trı	ıck			K -	Dir		_
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor Q	K Factor	AAWDT	Q۷
South	From:	SR 225 TO RT 26												
₂₂₅ )Ramp	City of Virginia Beach (Maint: 75)	0.24 <b>15000</b>	G								0.072		15000	(
<u> </u>	Тос	I-264-W FROM RT	225											
	From:	US 460 Cox Rd												
226)Cox Rd	Dinwiddie County	3.38 <b>13000</b>	G	97%	1%	1%	1%	1%	0%	С	0.091	0.626	14000	(
$\sim$	Tα	US 1 West of Petersl	burg											
	From:	SR 33 Cooks Corn												
227)Urbanna Rd	Middlesex County	2.35 <b>3100</b>	F	97%	0%	1%	1%	1%	0%	С	0.092	0.559	3200	-
$\underline{\hspace{0.1cm}}$	To	ECL Urbanna												
227)	Town of Urbanna (Maint: 59)	0.63 <b>3100</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.092	0.559	3200	1
	Тα	WCL Urbanna												
	From:	SCL Herndon, 29-657 Cen	treville	e Rd										
Elden St	Town of Herndon	0.24 36000	F	98%	1%	1%	0%	0%	0%	F	0.089	0.528	39000	- 1
	To	Herndon Pkwy												
228 Elden St	Town of Herndon	0.16 <b>23000</b>	G	98%	0%	1%	0%	0%	0%	F	0.093	0.585	24000	(
228)=	-				0,0		0,0	0,0	0,0		0.000	0.000		
The second	Town of House days	Alabama Dr	_	000/	00/	10/	00/	00/	00/	_	0.004	0.775	00000	
Elden St	Town of Herndon	0.25 <b>19000</b>	G	98%	0%	1%	0%	0%	0%	F	0.091	0.775	20000	(
	To: From:	Sterling Rd												
Elden St	Town of Herndon	0.42 <b>17000</b>	G	98%	0%	1%	0%	0%	0%	С	0.079	0.527	18000	(
	To: From:	Center St				<u> </u>								
Elden St	Town of Herndon	0.09 <b>18000</b>	G	98%	0%	1%	0%	0%	0%	F	0.077	0.525	19000	(
$\smile$	To	Spring St												
228 Elden St	Town of Herndon	0.12 <b>17000</b>	G	98%	0%	1%	0%	0%	0%	F	0.078	0.503	18000	(
220)	To:	235-6656 Monroe												
	From:	235-6656 Elden S	St											
228)Monroe St	Town of Herndon	0.08 <b>6400</b>	G	98%	1%	1%	0%	0%	0%	F	0.091	0.555	6800	(
<u> </u>	To: From:	Pine St				<u> </u>								
228)Monroe St	Town of Herndon	0.26 <b>5500</b>	G	98%	1%	1%	0%	0%	0%	С	0.097	0.636	5900	(
	Τα	Park Ave												
	From:	Monroe St								_				
Park Ave	Town of Herndon	0.19 <b>6300</b>	G	98%	1%	1%	0%	0%	0%	F	0.099	0.592	6700	(
<u> </u>	To: From:	Grant St												
228)Park Ave	Town of Herndon	0.14 <b>6600</b>	G	98%	1%	1%	0%	0%	0%	F	0.099	0.626	7000	(
<u> </u>	To:	Dranesville Rd												
Dranas villa Dd	From:	Park Ave	N	000/	10/	10/	00/	00/	00/	N.I	0.1	0.000	0000	
Dranesville Rd	Town of Herndon	0.08 <b>7500</b>	N	98%	1%	1%	0%	0%	0%	N	0.1	0.628	8000	1
	To: From:	Worchester St												
228)Dranesville Rd	Town of Herndon	0.26 <b>7500</b>	G	98%	1%	1%	0%	0%	0%	С	0.1	0.628	8000	(
<u> </u>	To:	Herndon Pkwy				<u> </u>								
228) Dranesville Rd	Town of Herndon	0.23 17000	G	99%	0%	1%	0%	0%	0%	F	0.101	0.648	18000	(
	To:	NCL Herndon												

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

				_	T	uck			K -	Dir		
Route	Jurisdiction	Length AADT G	A 41 ire	Bus	2Axle 3+Axle	e 1Trail	2Trail	QC	Factor	K Factor	AAWDT	Q۱
	From:	NCL Herndon										
228 Dranesville Rd	Fairfax County		99%	0%	<u>1</u> % 0%	0%	0%	С	0.092	0.536	19000	F
	To:	SR 7 Leesburg Pike										
Bus Bus	From:	Begin SR 229										
229 (15) (29) Main St	Town of Culpeper	0.06 <b>18000 I</b>	97%	1%	1% 0%	1%	0%	С	0.077	0.597	19000	I
	To: From:	US 15 Bus										
229)Main St	Town of Culpeper	0.93 <b>8100 l</b>	96%	2%	1% 1%	0%	0%	С	0.098	0.503	8800	
<u> </u>	To: From:	NCL Culpeper										
229)Rixeyville Rd	Culpeper County	1.21 <b>10000</b> (	96%	1%	1% 1%	1%	0%	F	0.089	0.586	11000	(
$\smile$	Τα	23-685 Chestnut Fork Rd;	Tatalna									
229)Rixeyville Rd	Culpeper County		96%	1%	1% 1%	1%	0%	С	0.102	0.534	7600	(
,	To	23-640 Monumental Mills Rd;	Diwaywilla									
Rixeyville Rd	Culpeper County		3 96%	1%	1% 1%	1%	0%	F	0.100	0.734	7400	(
229)	za.popo. zaa.n.y			. , ,		. , 0	0 / 0	•	000	00	, 100	
229)Rixeyville Rd	Culpeper County	23-621 Jefferson Rd 2.15 <b>7100</b> (		1%	1% 1%	1%	0%	F	0.092	0.777	7300	(
229 Hixeyville Hu	Culpeper County	US 211 Lee Highway		1 /0	1/6 1/6	1 /0	0 /6	•	0.092	0.777	7300	,
	From:				<u> </u>							
230 Madison Rd	Town of Stanardsville (Maint: 39)	Bus US 33 Main St 0.50 <b>4600</b>	<b>9</b> 6%	1%	1% 1%	2%	0%	F	0.091	0.614	4700	(
230) Wadison Ha	rown or otaliardoville (waint: 00)		<b>3</b> 0070	1 /0	170 170	270	070	•	0.001	0.014	4700	`
230) Madison Rd	From: County	NCL Stanardsville 2.91 <b>4600</b>	<b>l</b> 96%	1%	1% 1%	2%	0%	N	0.091	0.614	4700	
230 Iviadisori nu	Greene County	Madison County Line		1 70	176 176	270	0%	IN	0.091	0.014	4700	
	From:	Greene County Line										
230)Wolftown-Hood Rd	Madison County	7.46 <b>3100</b> (	<b>3</b> 96%	1%	1% 1%	2%	0%	С	0.088	0.594	3200	(
$\smile$	Tai	US 29 S Seminole Tra	il									
230) (29) S Seminole Trail	Madison County		<b>3</b> 94%	1%	1% 1%	4%	0%	F	0.078	0.512	19000	(
	To:	US 29, SR 231 S Seminole	Trail									
	From:	US 29, SR 231, S Seminol										
230 231 Orange Rd	Madison County	0.64 <b>3500</b> (	96%	0%	1% 1%	1%	0%	С	0.092	0.601	3600	(
	To: From:	SR 231, S Blue Ridge T										
230)Orange Rd	Madison County	2.53 <b>3300</b> (	96%	0%	1% 1%	1%	0%	С	0.091	0.503	3400	(
	To: From:	56-607 Elly Rd										
230)Orange Rd	Madison County	2.86 <b>3000</b> (	<b>9</b> 6%	0%	1% 1%	1%	0%	F	0.087	0.602	3000	(
$\smile$	То	56-705 Twymans Mill	Rd									
230)Orange Rd	Madison County	•	<b>3</b> 96%	0%	1% 1%	1%	0%	F	0.091	0.634	3200	(
	To:	US 15 James Madison I	Iwy									
<u> </u>	From	SR 22 Louisa Rd										
231)Gordonsville Rd	Albemarle County		95%	1%	1% 1%	2%	0%	С	0.096	0.653	5200	ı
$\smile$	Tα	Louisa County Line										
	Franc	Albemarle County Lir		,				_				
231 Gordon Ave	Louisa County	0.27 <b>5000 I</b>	95%	1%	1% 1%	2%	0%	С	0.096	0.653	5200	F

5/2/2016

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

_					_		Tru	ıck		_	K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Louisa County I	Line											
231 Gordon Ave	Orange County	0.58 <b>5300</b>	G	95%	1%	1%	1%	2%	0%	F	0.095	0.608	5500	G
$\smile$	Toc	SCL Gordonsv	ille			_								
231 Gordon Ave	Town of Gordonsville (Maint: 68)	0.58 <b>5300</b>	N	95%	1%	1%	1%	2%	0%	Ν	0.095	0.608	5500	Ν
	Tα	US 15, US 33 Gordons	ville Cir	cle										
	From:	US 15 Gordonsville		2521						_				_
231 (33) Spotswood Trail	Town of Gordonsville (Maint: 68)	0.15 6600	G	95%	0%	1%	1%	3%	0%	С	0.092	0.508	6800	C
	From:	Blue Ridge Turn US 33 Spottswood												_
231)Blue Ridge Tpke	Town of Gordonsville (Maint: 68)	0.02 <b>980</b>	G	97%	0%	1%	1%	1%	0%	С	0.099	0.505	1000	(
3 1	Tot	NCL Gordonsv	.:11 -											
231 Blue Ridge Tpke	Orange County	6.09 <b>980</b>	N N	97%	0%	1%	1%	1%	0%	N	0.099	0.505	1000	1
231) 2.00 1.1090 1.510	- F			07.70	0 70		170	1 /0	070		0.000	0.000	1000	·
Diva Didga Taka	Orongo County	SR 20 Constitution		070/	00/	00/	10/	10/	00/	F	0.100	0.611	1200	(
Blue Ridge Tpke	Orange County	0.58 <b>1200</b> Madison County	G	97%	0%	0%	1%	1%	0%	Г	0.102	0.611	1300	
	From:	Orange County												
231)S Blue Ridge Tpke	Madison County	9.36 <b>1200</b>	G	97%	0%	0%	1%	1%	0%	С	0.115	0.518	1200	(
	To: C	SR 230 Orange Rd; 56-686	Egiraro	nde Dd										
231)(230)Orange Rd	Madison County	0.64 <b>3500</b>	G	96%	0%	1%	1%	1%	0%	С	0.092	0.601	3600	(
231) (230) Orange rid	Tα	US 29 S Seminole		0070	0 70		170	1 /0	070	Ü	0.002	0.001	0000	
	From:	SR 230 Orange												
231) (29) S Seminole Trail	Madison County	1.34 <b>20000</b>	G	94%	1%	1%	1%	4%	0%	F	0.078	0.538	18000	(
	To:	Bus US 29 Mai												
Bus 231) 29 Main St	Madison County	US 29 S Seminole 0.33 <b>3500</b>	G	96%	0%	1%	1%	1%	0%	С	0.087	0.541	3600	(
231 (29) Main St	Wadison County			90 /6	0 /6	1 /0	1 /0	1 /0	0 /6	C	0.007	0.541	3000	•
Bus	To: From:	SCL Madison	n											
231) (29) Main St	Town of Madison (Maint: 56)	0.91 <b>3500</b>	N	96%	0%	1%	1%	1%	0%	Ν	0.087	0.541	3600	1
	Тα	N Blue Ridge Tur												
THE BUT THE	From:	Bus US 29 Mai		000/	40/		00/	00/	00/	_	0.000	0.504	0000	
N Blue Ridge Tpke	Town of Madison (Maint: 56)	0.04 <b>3500</b>	G	93%	1%	2%	3%	2%	0%	F	0.088	0.594	3600	(
	To: From:	NCL Madiso												
231)N Blue Ridge Tpke	Madison County	5.44 <b>3600</b>	G	97%	0%	0%	1%	1%	0%	F	0.088	0.594	3700	(
<u> </u>	To: From:	56-670 Old Blue Rid	ige Tpke	;										
231)South F T Valley Rd	Madison County	7.19 <b>1400</b>	G	93%	1%	2%	3%	2%	0%	С	0.090	0.507	1500	(
$\smile$	Τα	Rappahannock Cour	_											
E T Vallan Dd	From:	Madison County		000/	10/	00/	00/	00/	00/	_	0.00	0.555	1000	,
F T Valley Rd	Rappahannock County	8.19 <b>1500</b> US 522 Sperryville	G	93%	1%	2%	3%	2%	0%	F	0.09	0.555	1600	(
	- [	1 1												_
M Main St	Montromore County	Ramp split at I-8		96%	0%	10/	00/	20/	00/	F	0.000	0.600	6000	(
232 W Main St	Montgomery County	0.48 <b>6000</b>	G	90%	U%	1%	0%	2%	0%	Г	0.099	0.602	6300	(
	To: From:	SCL Radford												
232)W Main St	City of Radford	2.71 <b>5700</b>	G	96%	0%	1%	0%	2%	0%	С	0.092	0.514	6100	(
$\sim$	To:	Bolling Stree	et											

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

							Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Bolling Stre	et											
232) First St	City of Radford	0.63 <b>8100</b>	G	96%	0%	1%	0%	2%	0%	F	0.095	0.504	8600	G
	To: From:	Wadsworth	St			<u> </u>								
232 First St	City of Radford	0.31 <b>10000</b>	G	96%	0%	1%	0%	2%	0%	F	0.09	0.513	11000	(
	To	Arlington S	St			<u> </u>								
First St	City of Radford	0.20 13000	G	96%	0%	1%	0%	2%	0%	F	0.089	0.55	14000	(
	To:	US 11 Norwoo	od St											
	From:	SR 232												
232) Ramp to I-81 S at Exit 105	Montgomery County	0.19 <b>1800</b>	G								0.134		1800	(
$\smile$	To:	I-81 S												
	From:	US 1 Jefferson Da	vis Hwy											
233 <i>)</i>	Arlington County	0.36 <b>23000</b>	G	98%	1%	2%	0%	0%	0%	С	0.070	0.618	25000	(
<u> </u>	To:	Reagan National	Airport											
	From:	US 1 Jefferson Davis H												
Dumfries Rd	Prince William County	0.55 <b>36000</b>	G	93%	1%	1%	2%	3%	0%	F	0.082	0.559	38000	(
<u> </u>	T∝ From:	I-95												
Dumfries Rd	Prince William County	1.93 <b>45000</b>	G	93%	1%	1%	2%	3%	0%	F	0.085	0.546	49000	(
<u> </u>	To	76-1450 Country	Club Dr			<u> </u>								
Dumfries Rd	Prince William County	1.55 <b>42000</b>	G	93%	1%	1%	2%	3%	0%	F	0.088	0.555	45000	(
$\smile$	To	76-643 Sprigg	s Rd											
234)Dumfries Rd	Prince William County	2.75 <b>25000</b>	G	93%	1%	1%	2%	3%	0%	F	0.073	0.533	27000	(
	Tα	76-640 Minniev	II. D.I											
Dumfries Rd	Prince William County	2.15 <b>24000</b>	A	93%	1%	1%	2%	3%	0%	С	0.088	0.504	26000	
234) 241111100 110	T-				1 70		270	0,0	070	Ū	0.000	0.001	20000	•
234)Dumfries Rd	Prince William County	OSR 234 Independe 2.33 <b>30000</b>	nt Hill R	93%	1%	1%	2%	3%	0%	F	0.084	0.535	32000	(
234 Dunines Hu	Finice William County			93 /6	1 /0	1 /0	2/0	3 /0	0 /6	•	0.004	0.555	32000	`
	To: From:	76-3234 Canov		000/	10/		00/	00/	00/	_	2.00	0.504	4.4000	
Dumfries Rd	Prince William County	1.59 <b>41000</b>	G	93%	1%	1%	2%	3%	0%	F	0.08	0.594	44000	(
	To: From:	76-727 Olymp												
Dumfries Rd	Prince William County	1.83 <b>38000</b>	G	93%	1%	1%	2%	3%	0%	F	0.081	0.613	41000	(
<u></u>	To: From:	Bus SR 234 Dum	fries Rd											
234)Prince William Pkwy	Prince William County	3.52 <b>38000</b>	G	93%	1%	1%	2%	3%	0%	F	0.081	0.564	41000	(
<u> </u>	To	SR 28 Nokesvi	le Rd											
234)Prince William Pkwy	Prince William County	2.11 40000	G	92%	1%	1%	3%	3%	0%	F	0.089	0.583	43000	(
	To	76-674 Wellingt	on Rd											
234) Prince William Pkwy	Prince William County	2.00 <b>37000</b>	G	92%	1%	1%	3%	3%	0%	С	0.087	0.512	39000	(
201)	Tol			,-				- / -	- / -	-				
234)Prince William Pkwy	Prince William County	76-621 Balls Fo	rd Rd <b>G</b>	92%	1%	1%	3%	3%	0%	F	0.082	0.543	47000	(
234 / Tille William Fkwy	Trail	0.44 <b>44000</b> I-66	u	JZ 70	I 70	1 70	J /0	J 70	U 70	Г	0.002	0.543	47000	(

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

Route	Jurisdictio	n Lena	th <b>AADT</b>	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
	From:		I-66				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
234)(234)Ramp	Prince William (	County 0.3			See	e VA 23	4 for di	irectional	traffic v	volume e	estima	ates for th	nis sed	ament.		
234) (234) ********	To:	,	FROM RT 23	34 NORT										,		
	From:		SR 234													
234) (66)	Prince William (				S	ee I-66	for dire	ectional tr	affic vo	lume es	timate	es for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>123000</b>	G	92%	1%	1%	1%	6%	0%	F	0.073	F	0.646	120000	G
	To:		R 234; BUS S													
	From:		Invalid Over	lap >>		1 00	( l'									
234 66 Ramp	Prince William (				5	ee I-66	for aire	ectional tr	arric vo	iume es	timate	es for this	s segn	nent.		
	From:		Invalid Over R 335 Vandor													
Sudley Rd	Prince William (		14000	G	95%	0%	1%	4%	1%	0%	С	0.086		0.533	15000	G
234)								.,.	. , .		_					-
Cudlov Dd	Prince William (		JS 29 Lee Hig		93%	1%	10/	40/	1%	00/	С	0.000		0 E7C	12000	
234 Sudley Rd	Finice William	County 2.21	12000	G	93%	1 70	1%	4%	1 70	0%	C	0.082		0.576	13000	G
	To: From:		-659 Gum Spr													
234 Sudley Rd	Prince William (		10000	G	93%	1%	1%	4%	1%	0%	F	0.094		0.772	11000	G
$\overline{}$	Tα	US 1	5 James Madi	ison Hwy												
	From:		4-S000A FRO	M RT 23	4											
234)Ramp	Prince William (	County 0.27	14000	G								0.088			14000	G
$\smile$	To:		I-95 North	1												
	From:		4-N000B FRC		34											
234)Ramp	Prince William (	County 0.24										0.096			11000	G
$\overline{}$	To:		I-95 South	ì												
	From:		006A SR 234		ORT 6											
234)Ramp	Prince William (						<u>-</u>					0.103			25000	G
$\overline{}$	To:	I-c	66-E FROM R	RT 234												
	From:		SR 234 Sudle	y Rd												
234)Ramp	Prince William (	County 0.25	8400	G								0.084			8400	G
$\bigcirc$	Τσ		I-66 West	İ												
North	From:		SR 234 TO R	T 95												
234)Ramp	Prince William (	County 0.05	NA									NA			NA	
	To:		FROM RT 2	234												
North	From:	SR 2	234; 76-738 T	O RT 95	-		$\overline{}$									
Ramp	Prince William (											NA			NA	
	To:		234- B FROM	RT 234												
North	From:		34 Prince Will		,	•		_		_		_		_		
Ramp	Prince William (				•							0.105			13000	G
204)	To:	,	I-66 East													-
North	From:		SR 234 Nor				<u> </u>									
Ramp	Prince William (	County 0.49		G								0.112			12000	G
234)1141111	To:	0.70	I-66 West									0.112			000	G

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

Davida	Lucia ali adi a a	Laurette AADT OA	4T:u=	Dua		Trι	ıck		QC	K	Dir	AAWDT	. 014
Route	Jurisdiction	Length AADT QA		bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	Factor	AAWDI	QVV
South	From:	SR 234 Dumfries Rd SB											
Ramp From SR 234 S to I-95 N	Prince William County	0.03 NA								NA		NA	
	10:	I-95 NB											
South	From:	SR 234 Dumfries Rd SB											_
234 Ramp From SR 234 S to I-95 S	Prince William County	0.60 <b>13000 G</b>								0.094		13000	G
$\smile$	То:	I-95 SB											
South	From:	C1SR 234 SR 234 I-66-E047	ΒF										
Ramp	Prince William County	0.03 <b>NA</b>								NA		NA	
<u> </u>	To:	C1SR 234-N006A SR 234- 26A	TO RT 6										
Bus	From:	SR 234; 76-649											
Dumfries Rd	Prince William County	0.90 <b>8000 G</b>	97%	1%	1%	0%	1%	0%	С	0.086	0.63	8200	G
	To:	SCL Manassas			<b>—</b>								
Bus Dumfries Dd	City of Manassas		97%	1%	1%	0%	1%	00/	F	0.083	0.500	9200	G
Dumfries Rd	City of Mariassas	0.46 <b>8600 G</b>	97%	170	170	0%	170	0%	Г	0.063	0.598	9200	G
Bus	To: From:	155-6 Hastings Dr											
234 Dumfries Rd	City of Manassas	0.55 <b>13000 G</b>	97%	1%	1%	0%	1%	0%	F	0.081	0.631	13000	G
257)	Tec												
Bus	From:	155-4352 Wellington Rd											
Grant Ave	City of Manassas	0.63 <b>15000 G</b>	98%	0%	1%	1%	1%	0%	F	0.081	0.631	16000	G
Bus	To: From:	Prince William St											
234 Grant Ave	City of Manassas	0.12 <b>21000 G</b>	98%	0%	1%	1%	1%	0%	F	0.08	0.606	22000	G
254) Grant 7 100	only of Mariadoad					1 70	1 /0	070	•	0.00	0.000	22000	Ğ
Bus	From:	SR 28 Church St											
234)Grant Ave	City of Manassas	0.44 <b>9400 G</b>	98%	0%	1%	1%	1%	0%	F	0.083	0.591	10000	G
<u> </u>	Tot	Beauregard Ave											
Bus	From:	-	000/	201	40/	40/	40/	00/	_	0.004	0.550	0000	_
234 Grant Ave	City of Manassas	0.32 <b>8300 G</b>	98%	0%	1%	1%	1%	0%	F	0.084	0.558	8800	G
Bus	From:	Sudley Rd Grant Ave											
234)Sudley Rd	City of Manassas	1.18 <b>26000 G</b>	98%	0%	1%	1%	1%	0%	С	0.081	0.56	28000	G
204)	Tol												
Bus	From:	NCL Manassas											
234)Sudley Rd	Prince William County	1.60 <b>43000 G</b>	98%	1%	1%	0%	0%	0%	С	0.08	0.508	45000	G
	To:	76-1566 Sudley Manor D	r		<u> </u>								
Bus	Prince William County	•		10/	10/	00/	00/	00/	_	0.070	0.554	F0000	_
Sudley Rd	Prince William County	0.30 <b>50000 G</b>	98%	1%	1%	0%	0%	0%	F	0.078	0.551	53000	G
Bus	From:	76-1500 Rosemary Dr Functional Class Change											
234)Sudley Rd	Prince William County	0.45 <b>49000 G</b>	98%	1%	1%	0%	0%	0%	F	0.077	0.577	52000	G
201)	To	I-66, SR 234		. , •		- / 0	- / •	- / -	•		2.0		<u> </u>
Rue	From:	C1SR 234 TO RT 66 EAS	т		<u>-</u> -								
Bus 234 Ramp	Prince William County	0.04 <b>NA</b>	1							NA		NA	
234/1141119	To:	SR 234-S026A SR 234- 26A TC								14/3		14/5	

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

	Filliary at		210 110				Trii	ck			K		Dir		
Jurisdictio	n Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	Q'
From:		Dead End				ZAXIC	OTAXIC	THAI	ZIIdii		1 actor		1 40101		
Prince William	County 0.57	50	G	98%	0%	1%	1%	0%	0%	F	0.264		0.595	60	(
To:	· ·	Bristow Rd													
From:		Rosita Ct													
Prince William (	County 0.34	6200	G	98%	0%	1%	1%	0%	0%	F	0.092		0.588	6600	(
To	76	-646 Aden F	Rd			$\neg$ $\vdash$									
Prince William		7800	G	98%	0%	1%	1%	0%	0%	С	0.113		0.542	8300	(
To:	76-619;	Independent	t Hill Ro												
From:															
Prince William (		6400		98%	0%	1%	1%	0%	0%	F	0.126		0.67	6900	
To:	SR	R 234 Dumfri	ies												
From:	US 1 Rich	mond Hwy,	Woodla	wn											
lwy Fairfax Cou	nty 2.46	13000	F	97%	2%	1%	0%	0%	0%	С	0.098		0.586	14000	
To	20 622 01	d Mt Vaman	. Dd Co	14h											
From: Hww Fairfay Cou					2%	1%	0%	O%	0%	F	0 103		0 532	11000	
iwy i amax cou	11ty 0.57	10000	-	31 /6	2 /0	1 /0	0 /6	0 /6	0 /6	'	0.103		0.552	11000	
To: From:															
Fairfax Cou	nty 1.54	3200	F	97%	2%	1%	0%	0%	0%	F	0.080		0.510	3400	
To	29-623 Old	Mount Verno	on Rd N	orth											
110112					2%	1%	0%	0%	0%	F	0.080		0.510	11000	
		nd Highway,	, Gum S												
From:															
					0%	1%	0%	1%	0%	F	0.073		0.622	38000	
Only of Family	0.04			01 70	0 70		0 70	1 /0	0 70	•	0.070		0.022	00000	
To: From:															
•										-					
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	0%	1%	0%	F	0.074	F	0.589	35000	
To:															
City of Fair				070/	00/	10/	00/	10/	00/	_	0.070		0.51	00000	
City of Fain	iax 1.31	37000	G	97%	0%	1%	0%	1%	0%	Г	0.078		0.51	39000	
To: From:	,	Whitacre Rd	i												
City of Fairf	fax 0.57	30000	G	99%	0%	0%	0%	0%	0%	F	0.081		0.654	32000	
To		ECL Fairfax													
				97%	0%	1%	0%	1%	0%	С	0.083		0.572	43000	
_ '							-,-		-,-	_					
To:					00/		00/	00/	00/	г	0.070		0.571	F0000	
Fairiax Cou	nty 0.89	48000	F	99%	0%	0%	0%	0%	0%	г	0.078		0.571	52000	
To: From:		I-495													
Fairfax Cou	nty 1.78	54000	F	99%	1%	0%	0%	0%	0%	F	0.076		0.547	59000	
Failiax Cou	•														
Failiax Cou	20	730 Carrico	Dr												
To: From:		730 Carrico		99%	1%	0%	0%	0%	0%		0.076		0.555	32000	
Fairfax Cou Form Fairfax Cou	nty 1.40	30000	F	99%	1%	0%	0%	0%	0%	F	0.076		0.555	32000	
To: From:	nty 1.40		F	99%	1%	0%	0%	0%	0%	F	0.076		0.555	32000 36000	
	Prince William  Prince William  Prince William  Prince William  Prince William  Prince William  From: Prince William  From: Prince William  From: Prince William  From: Prom: From: Fairfax Cou  Fairfax Cou  To  City of Fair  City of Fair  City of Fair  City of Fair  City of Fair  City of Fair  City of Fair  City of Fair  From: City of Fair  From: City of Fair  From: City of Fair  From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: Fr	Prince William County   0.57	Prince William County	Prince William County	Prince William   County   0.57   50   G   98%	Prince William   County   Co	Durisdiction   Length AADT   QA   4 lire   Bus   2Axle	Dead End   Prince William County   Dead End   Prince William County   Dead End   Prince William County   Dead End   Prince William County   Dead End   Prince William County   Dead End   Resista Ct   Prince William County   Dead End   Resista Ct   Prince William County   Dead End   Resista Ct   Prince William County   Dead End   De	Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End	Prince William County	Second   Company   Compa	Length   AADT   QA   41   re   Bus   2Axle   31-Axle   17-ail   2Trail   Durisdiction   Length AADT   QA   4 Fire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   QK		Second Part	

5/2/2016

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	Fairfax County		000/	40/	20/	00/	00/	00/		0.007	0.510	00000	
Duke St	City of Alexandria (Maint: 29)	0.06 33000	N	99%	1%	0%	0%	0%	0%	N	0.087	0.516	36000	N
236 Duke St	City of Alexandria (Maint: 29)	WCL Alexan 0.34 <b>55000</b>	idria <b>F</b>	99%	1%	0%	0%	0%	0%	F	0.071	0.502	60000	F
236) Duke 31	Oity of Alexandria (Mairit. 29)			33 /6	1 /0	0 /8	0 /6	0 /6	0 /6	'	0.071	0.502	00000	'
236 Duke St	City of Alexandria	0.32 <b>57000</b>	G	98%	1%	1%	0%	0%	0%	F	0.074	0.551	61000	G
250) - 5.110 - 5.1	To:	SR 401 Van De							- , -					
236)Duke St	City of Alexandria	0.36 <b>29000</b>	F	98%	1%	1%	0%	0%	0%	F	0.073	0.515	31000	F
	To	N Pickett S	St											
236 Duke St	City of Alexandria	2.66 <b>31000</b>	F	98%	1%	1%	0%	0%	0%	С	0.08	0.588	34000	F
$\smile$	To: From:	SR 241 Telegra	ıph Rd			_								
236 Duke St	City of Alexandria	1.26 <b>21000</b>	F	98%	1%	1%	0%	0%	0%	С	0.086	0.684	22000	F
	To: From:	US 1 SB Henr												
Duke St	City of Alexandria	0.24 8900	F	98%	1%	1%	0%	0%	0%	F	0.079	0.561	9700	F
	10.	SR 400 Washing												
236)Ramp from Ramps from SR 236 EB and WB	to IC30950NBlexandria (Maint: 29)	SR 236-E010B; SR 2 0.14 <b>8700</b>	236-W010 <b>G</b>	)B							0.077		8700	G
230) Hamp Hamps Ham 611 200 23 and 113	To:	I-395 Nort									0.077		0,00	<u> </u>
East	From:	SR 236 TO RT 495		I										
236)Ramp	Fairfax County	0.23 <b>8500</b>	F								0.075		8500	F
	10: I-4	95-S053X FROM RT 236 E			R									
East 236 Ramp	Fairfax County	SR 236 TO RT 495 0.13 <b>5100</b>	NORTH F	ł							0.115		5100	F
238/14	To:	I-495 From R7									0.110		0.00	
East	From:	SR 236 Duke	e St											
236 Ramp From SR 236 EB to I-395 NB and SB	City of Alexandria (Maint: 29)	0.05 <b>19000</b>	G	99%	1%	0%	0%	0%	0%	F	NA		21000	G
East	To: From:	SR 236 E01	0B											
236)Ramp From SR 236 to I-395 SB	City of Alexandria (Maint: 29)	0.23 <b>7100</b>	G	99%	1%	0%	0%	0%	0%	F	0.073		7600	G
$\smile$	To:	I-395-S												
East		SR 236-E010A TO RT 395 1	NORTH &	& SOUTH										
236 Ramp	City of Alexandria (Maint: 29)	0.28 <b>NA</b> SR 236-E010A TO RT 395 N	NODTU	P. COLITU	r	_					NA		NA	
West	From:	SR 236 TO RT 495												
236 Ramp	Fairfax County	0.16 <b>6000</b>	<b>F</b>	ı							0.093		6000	F
	To:	I-495-S From RT	236 West											
West	From	SR 236 TO RT 495		I										
236 Ramp	Fairfax County	0.22 <b>9700</b>	G								0.08		9700	G
	10"	I-495-N From RT	236 West											

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

5 .					_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
<u>/est</u>	From:	SR 236 TO R		ł											
36)Ramp	City of Alexandria (Maint: 2	,									0.071			7800	(
<i></i>	To:	SR 236 TO R	Γ 395 SOUTI	ł											
Vest	From:	SR 236 JB-29-100 MA	AINT BREAK	RT 395											
Ramp	City of Alexandria (Maint: 2	29) 0.14 <b>11(</b>	000 G								0.068			11000	(
<u> </u>	To:	SR 236 JB-29-100 MA	AINT BREAK	RT 395											
	From:	SR 236 W	, Main St												
North St	City of Fairfax	0.30 <b>210</b>	000 G	99%	0%	1%	0%	0%	0%	С	0.080		0.558	22000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 330	000 G	98%	0%	1%	0%	1%	0%	F	0.074	F	0.589	35000	
	Tα	SR 236 E													
	From:	SR 236	Main St												
Pickett Rd	City of Fairfax	0.49 <b>28</b> 0		97%	1%	1%	1%	2%	0%	F	0.082		0.556	29000	
37). 10.1011 1.10	- Tantax			0.70	. , ,	. , , ,	. , 0	_,,	0,0	•	0.002		0.000		
	To:		al Ave	070/	10/		10/	00/	201	_	0.005		0.540	22222	
97) Pickett Rd	City of Fairfax	1.17 <b>280</b>	000 G	97%	1%	1%	1%	2%	0%	С	0.085		0.519	30000	
	To: From:	US 50 Arli	ngton Blvd												
37) 50 Arlington Blvd	City of Fairfax	0.28 <b>340</b>	000 G	98%	1%	1%	1%	0%	0%	F	0.083		0.514	37000	
	То	US 29 Lee	Highway												
37) (29) Lee Highway	City of Fairfax	0.13 <b>32</b> 0		96%	1%	1%	2%	1%	0%	Ν	0.087		0.529	35000	
37) (29) 200 / 119/11/03)	τα Tα	ECL F		0070	1 70		270	. 70	070		0.007		0.020	00000	
	From:	Del I													
37) (29) Lee Highway	Fairfax County	0.80 <b>270</b>	000 F	96%	1%	1%	2%	1%	0%	F	0.087		0.529	30000	
3.7 (20)	Tecl														
a Loo Highway	Fourtox County	1.90 <b>34</b> 0		069/	1%	10/	20/	1%	0%	F	0.007		0.529	20000	
29 Lee Highway	Fairfax County			96%	170	1%	2%	170	0%	Г	0.087		0.529	38000	
-	From:	ECL F													
37) 29 Lee Highway	Fairfax County	1.93 <b>32</b> 0		96%	1%	1%	2%	1%	0%	С	0.087		0.529	35000	
29) ===	То	29-1717 Marshall St				Ť	_,,	.,.		_					
	From:														
37) 29 Lee Highway	Fairfax County	0.42 <b>260</b>	000 F	96%	1%	1%	2%	1%	0%	F	0.096		0.523	29000	
	Tα	y													
¬~	From:	29-1717 Marshall St													
37) (29) Washington St	City of Falls Church	0.29 <b>250</b>	000 G	96%	1%	1%	2%	1%	0%	F	0.097		0.525	28000	
<i>y</i>	To	29-1712 Ca	valier Trail												
37) (29) Washington St	City of Falls Church	0.24 <b>22</b> 0	000 G	96%	1%	1%	2%	1%	0%	F	0.098		0.550	25000	
	To	CD 220 III	1 1 4			<del></del> 1									
Washington St	City of Follo Church	SR 338 Hil		96%	1%	10/	20/	10/	00/	F	0.100		0.558	15000	
37) (29) Washington St	City of Falls Church	0.28 <b>13</b> 0	000 G	90%	I 70	1%	2%	1%	0%	Г	0.100		0.556	15000	
	To: From:	SR 7 B													
37) (29) Washington St	City of Falls Church	0.18 <b>220</b>	000 G	98%	1%	1%	0%	0%	0%	F	0.084		0.553	24000	
	То	110-6767 G	reat Falls St			一									
37) (29) Washington St	City of Falls Church	0.32 <b>22</b> 0		98%	1%	1%	0%	0%	0%	F	0.089		0.527	25000	
31/ (29) 11 25 315	To:	Arlington C			. , •		- / -	- / -	- / -	•					

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

					4.7.	_		Tru	ıck			K	0::	Dir	A A1	-
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		L Falls Chur													
(237) $(29)$ Lee Highway	Arlington County	0.11	22000	G	98%	1%	1%	0%	0%	0%	F	0.084		0.509	25000	(
$\bigcirc$ $\bigcirc$	To: From:	US	29 Lee Hw	/у												
237) Washington Blvd	Arlington County	0.23	12000	G	98%	1%	1%	0%	0%	0%	С	0.099			12000	
	Combined Traffic Estimates for 2 Parallel Roadv	ways on this Route:	25000	G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.528	26000	
	To:		P, Washingto	on Blvd												
	From:		1SR 237-P								_					
237 Washington Blvd	Arlington County	2.31	13000	G	97%	1%	1%	0%	0%	0%	С	0.106		0.537	13000	
<u> </u>	To: From:	SR	120 Glebe I	Rd												_
237)(120)Glebe Rd	Arlington County	0.25	27000	G	97%	1%	1%	1%	0%	0%	F	0.09		0.633	28000	
	To	SR 120 i	Glebe Rd, E	Ralleton												
₂₃₇ )Fairfax Dr	Arlington County	0.91	17000	G	99%	1%	0%	0%	0%	0%	F	0.083		0.584	18000	
237)	To:		10th St													
	From:		Fairfax Dr													
₂₃₇ )10th St	Arlington County	0.83	9500	G	99%	1%	0%	0%	0%	0%	С	0.095		0.572	10000	
$\smile$	Тох	US 50	Arlington 1	Blvd												
	From:		SR 237													_
237 29 Lee Highway	Arlington County	0.07	22000	N	98%	1%	1%	0%	0%	0%	Ν	0.103		0.527	24000	
	To	TIC	S 29 Lee Hw	78.7												
Washington Blvd	Arlington County	0.17	13000	G	99%	1%	0%	0%	0%	0%	С	0.096			14000	
237 Washington Biva	Combined Traffic Estimates for 2 Parallel Roady		25000	G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.528	26000	
	To:	•	Washington		30 /6	1 /0	1 /8	0 /6	0 /6	0 /6	O	0.03	•	0.520	20000	
	From						_									_
238)Yorktown Rd	City of Newport News		0 Warwick 1 6000	G	93%	1%	1%	2%	3%	0%	С	0.131		0.763	6400	
238) TOIRIOWITTIG	Only of Newport News	0.04		<u> </u>	30 /0	1 /0	1 /0	270	0 /0	0 70	O	0.101		0.700	0400	
	To: From:		I-64													
238 Yorktown Rd	City of Newport News	0.18	11000	G	97%	1%	1%	1%	1%	0%	F	0.101		0.704	12000	
<u> </u>	To: From:	SR 14	13 Jefferson	Ave												
238 Yorktown Rd	City of Newport News	1.06	9400	G	97%	1%	1%	1%	1%	0%	F	0.096		0.713	10000	
$\smile$	To:		k County Li													
Old William Bu	From:		Newport N		070/	40/	40/	40/	40/	00/	_	0.440		0.700	0000	
Old Williamsburg Rd	York County	1.35	8900	Α	97%	1%	1%	1%	1%	0%	С	0.112		0.728	9800	
<u> </u>	To: From:	99-6	660 Baptist	Rd												_
Old Williamsburg Rd	York County	0.91	8400	G	97%	1%	1%	1%	1%	0%	F	0.089		0.698	9000	
<u> </u>	To:		20; Goosley													
	From:		Old Williams			10/		10/	40/	00/	_	0.440			0000	
Goosley Rd	York County	1.18	5900	G	97%	1%	1%	1%	1%	0%	F	0.116		0.777	6300	
	To: From:	US 17 George	e Washingto	n Mem												_
238 Goosley Rd	York County	0.51	1400	G	97%	1%	1%	1%	1%	0%	F	0.127		0.86	1500	
$\smile$	Tα		704 Cook F													
	From		04; Goosley								_					
238 Cook Rd	York County	0.27	6300	G	97%	1%	1%	1%	1%	0%	F	0.098		0.903	6700	
$\sim$	To	99-1020	) Moore Ho	use Rd												

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

		Filliary and interstate				Trι	ıck			K	Dir		
Route	Jurisdiction	Length AADT (	A 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:	99-1020; Cook Rd	<u> </u>		2, 0.10	017100	· · · · · ·	Liian		1 40101	1 40101		
238)Moore House Rd	York County	,	<b>G</b> 97%	1%	1%	1%	1%	0%	F	0.136	0.946	3400	G
	To:	99-676; Ballard St											
	From:	99-676 Moore House											
238)Ballard St	York County		<b>G</b> 97%	1%	1%	1%	1%	0%	F	0.156	0.968	2900	G
<u> </u>	То:	Main Gate Naval Mine	Depot										
	From:	SR 238 TO I-64 Eas											
Ramp	City of Newport News (Maint: 99)		G							0.128		3500	G
<u> </u>	To: I-6	64-E FROM RT 23800- YORK	TOWN ROAL	)									
	From:	SR 337 Portsmouth B											
₂₃₉ )Victory Blvd	City of Portsmouth	0.22 <b>7800</b>	<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.087	0.580	8300	G
$\smile$	To	US 58 Airline Blvd	i		$ \vdash$								
Victory Blvd	City of Portsmouth		<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.082	0.505	20000	G
	To	I-264											
239) Victory Blvd	City of Portsmouth		<b>G</b> 96%	0%	1%	1%	2%	0%	С	0.077	0.515	23000	Ċ
239) Violory Elva	Only of Following		<b>u</b> 0070	0 70	1 70	1 /0	270	0 /0	Ü	0.077	0.010	20000	
	From	Greenwood Dr	• • • • • • • • • • • • • • • • • • • •					221	_				
239 Victory Blvd	City of Portsmouth	1.08 <b>15000</b>	<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.087	0.56	16000	G
	To: From:	Deep Creek Blvd											
239)Victory Blvd	City of Portsmouth	0.44 <b>16000</b>	<b>G</b> 93%	1%	1%	3%	3%	0%	F	0.087	0.622	17000	G
<u> </u>	To	US 17 George Washingto	on Hwy		_								
239)Victory Blvd	City of Portsmouth	0.42 <b>9500</b>	<b>G</b> 93%	1%	1%	3%	3%	0%	С	0.12	0.860	10000	G
	To:	Frailey Pl											
239)Victory Blvd	City of Portsmouth		<b>G</b> 93%	1%	1%	3%	3%	0%	F	0.12	0.860	6200	G
239)									•	****			_
ana Wiatany Plyd	City of Portsmouth	Afton Pkwy 0.55 <b>6200</b>	<b>G</b> 93%	1%	1%	3%	3%	0%	F	0.138	0.865	6600	G
Victory Blvd	City of Fortsmouth	SR 337 Elm Ave	G 95/6	1 /0	1 /0	3 /6	3 /0	0 /6	'	0.130	0.003	0000	C
	From		D ED OL C DE										
239 Ramp	City of Portsmouth (Maint: 64)	SR 239 I-264-W003A TO ANI 0.11 <b>NA</b>	D FROM R I							NA		NA	
239/14/11	Oity of 1 oftsmouth (Maint. 04)									INA		INA	
	From	BELMONT AVENU											
239 Ramp	City of Portsmouth (Maint: 64)		G							0.091		5900	G
<u> </u>	10.	I-264-W FROM RT 2											
	From:	CAVALIER BLVD TO RT											
Ramp	City of Portsmouth (Maint: 64)		F							0.075		5700	F
<u> </u>	100	I-264-E FROM RT 2											
	From	US 250 Rockfish Gap T	_		$\Box$								
Crozet Ave	Albemarle County		F 98%	1%	1%	0%	0%	0%	С	0.102	0.536	7400	F
<u> </u>	To '	02-810; Three Notchd 02-810 Crozet Ave											
240)Three Notchd Rd	Albemarle County		F 98%	1%	1%	0%	1%	0%	F	0.102	0.536	5400	F
240) 111100 Notoria Fia	To To	02-802 Old Three Notel		1 /0	1 /0	0 /0	1 /0	0 /0	1	0.102	0.550	J+00	'

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

						-Truck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle 3+A			QC	Factor	QK Factor	AAWDT	Q'
	From:	02-802 Old Three Note										
Three Notchd Rd	Albemarle County	0.68 <b>5800</b>	F 98%	1%	1% 0	% 1%	0%	С	0.110	0.631	6000	F
<u> </u>	To:	US 250 Ivy Rd										
	From:	US 1										
Kings Hwy North	Fairfax County	1.14 <b>23000</b>	<b>F</b> 97%	2%	1% 0	% 0%	0%	С	0.084	0.685	25000	
<u> </u>	To: From:	29-611 Telegraph l	Rd									
₂₄₁ )Telegraph Rd	Fairfax County	0.14 <b>57000</b>	<b>F</b> 97%	2%	<u>1</u> % 0	% 0%	0%	F	0.093	0.641	62000	
	To:	SCL Alexandria										
Talagraph Dd	City of Alexandria (Maint: 29)	Fairfax County Lin		2%	 1% 0	/ 00/	00/	N.I.	0.000	0.641	60000	
Telegraph Rd	City of Alexandria (Maint. 29)	0.39 <b>57000</b>	N 97%	2%	1% 0 	% 0%	0%	N	0.093	0.641	62000	
	To: From:	Maintenance Brea										
Telegraph Rd	City of Alexandria	0.21 <b>64000</b>	<b>F</b> 97%	2%	1% 0	% 0%	0%	F	0.095	0.705	69000	
<u> </u>	To:	SR 236 WB										
lorth	From:	SR 241 TO RT 9										
Ramp	Fairfax County	0.12 <b>6300</b>	F						0.125		6300	
<u> </u>	To:	I-95-N FROM RT 241 TELE	EGRAPH RD									
lorth	From:	SR 241 Telegraph										
Ramp	Fairfax County	0.13 <b>4400</b>	G						0.094		4400	
<u> </u>	To:	I-95 South										
South	From:	SR 241 TO RT 9:										
Ramp	Fairfax County	0.10 <b>6200</b>	G						0.112		6200	
<u> </u>	10:	I-95-N FROM RT 241 TELE	EGRAPH RD									
outh	From:	SR 241 Telegraph										
Ramp	Fairfax County	0.27 <b>8900</b>	G						0.139		8900	
	10:	I-95 South										
	From:	US 1 Richmond Hy										
Gunston Rd	Fairfax County	0.71 <b>3800</b>	<b>F</b> 96%	2%	1% 1	% 0%	0%	С	0.094	0.536	4100	
<u></u>	To: From:	29-611 Old Colcheste	er Rd									
₂₄₂ )Gunston Rd	Fairfax County	2.87 <b>2700</b>	<b>F</b> 96%	2%	1% 1	% 0%	0%	F	0.088	0.6	2900	
<u> </u>	To:	29-600 Gunston R	Rd									
	From:	US 29 Lee Highwa										
Nutley St	Fairfax County	0.40 <b>37000</b>	<b>G</b> 98%	1%	1% 1	% 0%	0%	F	0.086	0.503	40000	
<u> </u>	Τα	I-66										
Nutley St	Fairfax County	0.42 <b>27000</b>	<b>F</b> 98%	1%	1% 1	% 0%	0%	С	0.086	0.503	30000	
	To	ECL Vienna										
Nutley St	Town of Vienna	0.25 <b>27000</b>	<b>G</b> 98%	1%	1% 1	% 0%	0%	F	0.086	0.503	29000	
243).1410) 01	- F		<b>3</b> 00/0	. 70		0 /0	370	•	0.000	3.000	_5555	
Niveleus C4	To From:	Tapawingo Rd	F 000'	40/	10/ 1	/ 00′	00/	-	0.000	0.504	05000	
Nutley St	Town of Vienna	0.32 <b>23000</b>	<b>F</b> 98%	1%	1% 1	% 0%	0%	F	0.089	0.521	25000	
	To: From	153-6648 Courthouse										
Nutley St	Town of Vienna	0.31 <b>17000</b>	<b>F</b> 98%	1%	1% 1	% 0%	0%	F	0.087	0.762	18000	
	To:	SR 123 Maple Av	ve									

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	Dir Factor	AAWDT	QV
North	From:	SR 243 TO RT 66 EAST									
243 Ramp	Fairfax County	0.15 <b>4400 G</b>						0.081		4400	G
<u> </u>	To:	I-66-E062X FROM RT 243 NORTH									
North	From:	SR 243; 29-2087 TO RT 66 WEST									
243)Ramp	Fairfax County	0.12 <b>10000 G</b>						0.090		10000	(
<u> </u>	To:	I-66-W062X FROM RT 243 NORTH									
South	From:	SR 243 TO RT 66 EAST									
₂₄₃ )Ramp	Fairfax County	0.13 <b>5200 G</b>						0.076		5200	(
$\smile$	Tα	I-66-E062X FROM RT 243 SOUTH									
South	From:	SR 243 TO RT 66 WEST									
₂₄₃ )Ramp	Fairfax County	0.11 <b>NA</b>						NA		NA	
	To	29-99021- P FROM COMMUTER LOT									
South	From:										
₂₄₃ )Ramp	Fairfax County	0.07 <b>4400 G</b>						0.091		4400	(
<u> </u>	To:	I-66-W062X FROM RT 243 SOUTH & METR	0 C								
	From:	SR 236 Little River Tpke									
244)Columbia Pike	Fairfax County	0.61 <b>26000 F</b> 98%	1%	1% 0%	0%	0%	F	0.088	0.572	29000	
$\mathcal{L}$	Tot	29-711 Gallows Rd									
244)Columbia Pike	Fairfax County	0.85 <b>28000</b> F 98%	1%	1% 0%	0%	0%	F	0.092	0.641	31000	
244) Osidinisia i ino	- Turnax County		1 70		0 70	0 70	•	0.002	0.011	01000	
0 1 1: 5:	From:	29-613 Sleepy Hollow Rd	10/	101 201	00/	00/	_	0.004	0.500	0.1.0.0.0	
Columbia Pike	Fairfax County	0.76 <b>28000 F</b> 98%	1%	1% 0%	0%	0%	С	0.091	0.536	31000	ı
	To: From:	29-613 Lincolnia Rd									
244)Columbia Pike	Fairfax County	0.39 <b>23000 F</b> 98%	1%	1% 0%	0%	0%	F	0.092	0.641	25000	I
$\smile$	To	29-620 Braddock Rd									
244)Columbia Pike	Fairfax County	1.45 <b>32000 F</b> 98%	1%	0% 0%	0%	0%	С	0.083	0.602	35000	
244) 3014	- T		. , ,		0,70	0 70	Ū	0.000	0.002	00000	
O a la constal a Dillar	From	SR 7 Leesburg Pike	00/	10/ 00/	00/	00/	_	0.000	0.507	00000	
Columbia Pike	Fairfax County	0.52 <b>28000 F</b> 97%	2%	1% 0%	0%	0%	F	0.088	0.587	30000	١
<u> </u>	From:	Fairfax County Line State Maintenance Boundary									
244)Columbia Pike	Arlington County	0.37 <b>9200 N</b> 97%	2%	1% 0%	0%	0%	N	0.114	0.781	9800	1
244 Goldmoid Fine	τα	SR 27; Pentagon Rd	270	70 070	0 / 0	0 /0		0.114	0.701	0000	
	Form										
Old Taylorn Dd	Foundation County	US 17 Old Tavern	00/	10/ 00/	10/	00/	С	0.100	0.000	2100	,
Old Tavern Rd	Fauquier County	2.05 <b>3100 G</b> 98%	0%	1% 0%	1%	0%	C	0.120	0.806	3100	(
	To: From:	I-66									
245)Old Tavern Rd	Fauquier County	0.95 <b>3500 G</b> 98%	0%	1% 0%	1%	0%	F	0.087	0.568	3600	(
$\smile$	Tα	SCL The Plains									
245) Fauquier Ave	Town of The Plains (Maint: 30		0%	1% 0%	1%	0%	Ν	0.087	0.568	3600	1
2-10)	To:	SR 55 The Plains	- / -		,-	- · •	-				
	From			<u> </u>							
Bamp	Fauquier County	SR 245 Old Tavern Rd 0.16 <b>1300 G</b>						0.126		1300	(
245)Ramp	Fauquier County	I-66 East		<del></del>				0.120		1300	
		1-00 East									

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

Б.,	1				4.7.	_		Tru	ıck		00	K	01/	Dir	AAMADT	٥١
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q١
	From:	SR 24	5 Old Tave	rn Rd												
Ramp	Fauquier Cour	nty 0.19	230	В								0.639			170	E
<u> </u>	To:		I-66 West													
	From:	US 4	60 Poindext	ter St												
246)Liberty St	City of Chesape	eake 0.39	6900	G	97%	0%	1%	0%	1%	0%	С	0.092		0.604	7400	(
<u> </u>	T _O From	I	atham Stree	et			_									
246)Liberty St	City of Chesape	eake 0.37	4300	G	97%	0%	1%	0%	1%	0%	F	0.091		0.568	4600	(
$\overline{}$	Tα	SR 16	8 Camposte	lla Rd												
	From:	SR 33	37 Hampton	Blvd												
247)26th St	City of Norfol	k 0.63	4300	F	97%	1%	1%	0%	1%	0%	F	0.101			4700	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	14000	F	97%	1%	1%	0%	1%	0%	F	0.081	F	0.566	15000	
	To		Colonial Ave	Δ												
247)26th St	From:∟ City of Norfol		9500	F	97%	1%	1%	0%	1%	0%	F	0.116			10000	
241)======	Combined Traffic Estimates for 2 Parallel R			F	97%	1%	1%	0%	1%	0%	F	0.088	F	0.618	21000	
	Tol				07.70	1 70		0,70	1 /0	0,0	•	0.000	•	0.010	2.000	
26th St	City of Norfol		lewellyn Av 10000	re <b>F</b>	97%	1%	1%	0%	1%	0%	F	0.111			11000	
247)26th St	Combined Traffic Estimates for 2 Parallel R			F		1%					'	0.093	F	0.606		
	Combined Tranic Estimates for 2 Parallel R	loadways on this Houte.	20000	Г	97%	170	1%	0%	1%	0%	Г	0.093	Г	0.000	21000	
	To: From:		onticello Av													
247)26th St	City of Norfol		10000	F	97%	1%	1%	0%	1%	0%	С	0.103			11000	
<u> </u>	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	20000	F	97%	1%	1%	0%	1%	0%	F	NA			21000	
	To: From:		Church St													
247)26th St	City of Norfol	k 0.21	8300	F	97%	1%	1%	0%	1%	0%	F	0.105			9000	
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	18000	F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.533	20000	
	To-		27th St													
247)Lafayette Blvd	City of Norfol	k 1.07	15000	F	97%	1%	1%	0%	1%	0%	F	0.084		0.576	17000	
$\mathcal{O}$	To	SR 1	68 Tidewate	er Dr												
247)Lafayette Blvd	From: City of Norfol		17000	G	97%	1%	1%	0%	0%	0%	С	0.088		0.556	18000	(
247)	To:		esapeake Bl													
	From:	L	afayette Blv													
Chesapeake Blvd	City of Norfol	k 1.34	17000	F	97%	1%	1%	0%	0%	0%	F	0.082		0.561	18000	
<u> </u>	To:		4 Sewells Po													
Nonview Ave	City of Norfal		esapeake Bl 19000		97%	1%	1%	0%	0%	0%	_	0.086		0.522	21000	
Norview Ave	City of Norfol	K 0.29	19000	F	97%	1 70	1 70	076	076	0%	Г	0.000		0.522	21000	
	To: From:		I-64													
Norview Ave	City of Norfol		22000	F	98%	0%	1%	0%	0%	0%	С	0.074		0.543	24000	
<u> </u>	To:	SR 1	65 Military	Hwy												
<u>ast</u>	From		17 TO I-64 I													
Ramp	City of Norfolk (Mai	int: 64) 0.20	12000	G	99%	1%	0%	0%	0%	0%	С	0.081			12000	(
$\smile$	Tα	I-64-E FROM RT 24	17 EAST-NO	ORVIE	W AVENU	JE										

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

							Truck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	Q1
Vest	From:	SR 247 TO I-6							_					
Ramp	City of Norfolk (Maint: 64)	0.16 <b>6900</b>	G	99%	0%	0% 0%	0%	0%	С	0.077			6900	(
<u> </u>	100	-64-E FROM RT 247 WEST-	NORVIE	W AVENU	JE									
Vest	From:	SR 247 JOHNS STREET												
Ramp	City of Norfolk (Maint: 64)	0.21 <b>4100</b>	G	99%	0%	1% 0%	0%	0%	С	0.071			4100	
<u> </u>	To: I	-64-W FROM RT 247 WEST	-NORVIE	W AVENU	JE									
	From:	SR 337 Hampte												
247)27th St	City of Norfolk	0.79 <b>9400</b>	F	97%	1%	1% 0%		0%	С	0.092			10000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 14000	F	97%	1%	1% 0%	1%	0%	F	0.081	F	0.567	15000	
	To: From:	Llewellyn	Ave			$\neg$ —								
247)27th St	City of Norfolk	0.77 <b>9700</b>	F	97%	1%	1% 0%	1%	0%	F	0.079			10000	
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 20000	F	97%	1%	1% 0%	1%	0%	F	0.093	F	0.606	21000	
	To:	SR 247 26T	h St											
	From:	I-64												
New Kent Hwy	New Kent County	0.50 13000	G	98%	0%	1% 0%	0%	0%	F	0.099		0.637	13000	
,	Tec	(2 (12 Diame	l. D.1											
New Kent Hwy	New Kent County	63-613 Dispat 3.81 <b>5500</b>	G G	98%	0%	1% 0%	0%	0%	С	0.094			5700	
149 New Kent Hwy	New Rent County				0 /6	1/6 U/ 	0 /0	0 /6	C	0.034			3700	
	To: From:	63-612 Tunstall Rd			221								2122	
New Kent Hwy	New Kent County	2.30 <b>3000</b>	G	98%	0%	1% 0%	0%	0%	F	0.106		0.556	3100	
<u> </u>	Toe From:	SR 106 Talley	ysville											
New Kent Hwy	New Kent County	3.78 <b>2100</b>	G	98%	0%	1% 1%	1%	0%	С	0.112		0.543	2100	(
<u> </u>	To From:	SR 155 Carys	Corner											
New Kent Hwy	New Kent County	5.04 <b>3100</b>	G	98%	0%	1% 1%	1%	0%	F	0.119		0.728	3100	
-19	To	63-626 Paig	a Dd											
249 New Kent Hwy	New Kent County	3.00 <b>1700</b>	G	98%	0%	1% 1%	1%	0%	F	0.102		0.541	1700	
249 New Nent Hwy	To:	SR 30 & 33 Angel V			0 /0		1 /0	0 70	'	0.102		0.541	1700	
l1	From	SR 249 TO I-6												
Vest 249)Ramp	New Kent County	0.21 <b>3200</b>	G West	98%	1%	1% 0%	1%	0%	С	0.172			3200	(
249) ( ((1))	To:	I-64-W From 2-		0070	1 /0		170	0 70	Ü	0.172			0200	
	From:													
250 Highland Turnpike	Highland County	West Virginia S 8.02 <b>330</b>	tate Line F	92%	0%	1% 2%	4%	0%	F	0.109		0.644	350	
250 Tilgiliand Tumpike	I lightand County				0 /6	1/0 Z/	4/0	0 /6	'	0.109		0.044	330	
~~ <u>-</u>	To: From:	45-640 Blue Grass Valley F												
Highland Turnpike	Highland County	5.34 <b>420</b>	F	92%	0%	1% 2%	4%	0%	F	0.106		0.586	440	
~	To: From:	WCL Mont	erey											
250	Town of Monterey (Maint: 45)	0.40 <b>420</b>	N	92%	0%	1% 2%	4%	0%	Ν	0.106		0.586	440	
~	Tα	US 220 Mon	iterev											
250	Town of Monterey (Maint: 45		N	92%	0%	1% 2%	4%	0%	Ν	0.094		0.553	1200	
-00)	т.	•					,-							
Highland Turnpike	Highland County	9.56 <b>1100</b>	erey <b>F</b>	92%	0%	1% 2%	4%	0%	С	0.094		0.553	1200	
250   migrilario Turripike	Highland County	9.56 <b>1100</b> 45-678 Bullpastur	г	327o	U 7/o	170 29	4%	U%	U	0.094		0.553	1200	l

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	45-678 B	Bullpasture R	iver Rd				017.540				. 45151		. 40.0.		
250 Highland Turnpike	Highland Count	ty 8.95	1100	F	92%	0%	1%	2%	4%	0%	F	0.086		0.502	1100	F
<del>**</del>	To:	Augu	ısta County I	Line												
<b>~</b>	From:	8	and County 1								_					_
Hankey Mountain Hwy	Augusta Count	ty 6.50	890	G	94%	1%	1%	1%	4%	0%	С	0.093		0.581	930	G
~	To: From:	07-629 I	Deerfield Val	lley Rd												
Hankey Mountain Hwy	Augusta Count	ty 6.86	2100	G	96%	1%	1%	0%	1%	0%	F	0.098		0.720	2300	G
<del>~</del>	To-	07-736	Jennings Ga	ap Rd			<u> </u>									
250 Hankey Mountain Hwy	Augusta Count	ty 3.16	2600	G	96%	1%	1%	0%	1%	0%	С	0.094		0.701	2700	G
<del>~</del>	To	SR.	42 Scenic Hy	X/X/												
250 (42) Churchville Ave	Augusta Count		5500	G	97%	1%	1%	0%	1%	0%	F	0.094		0.58	5700	G
30) (42)	To	<u>,                                    </u>														
Churchville Ave	From Augusta Count		Buffalo Gap 6800	G Hwy	97%	1%	1%	0%	1%	0%	С	0.096		0.661	7200	G
250 Charchville Ave	Augusta Oduni				31 /0	1 /0	1 /6	0 /6	1 /0	0 /6	O	0.030		0.001	7200	
~~~	To: From:		2 Franks Mil		070/	40/		00/	40/	00/	_	0.007		0.070	7500	
Churchville Ave	Augusta Count	ty 1.48	7200	G	97%	1%	1%	0%	1%	0%	F	0.097		0.672	7500	G
~~	To: From:		CL Staunton													
Churchville Ave	City of Staunto	on 0.04	7200	N	97%	1%	1%	0%	1%	0%	N	0.097		0.672	7500	Ν
~	T _{CC}	SR 262 W	oodrow Wils	on Pkw	y		_									
Churchville Ave	City of Staunto	on 0.79	4100	G	98%	1%	1%	0%	0%	0%	F	0.091		0.501	4400	G
~ <u></u>	Too	Englewood	d Dr Near He	evener S	ıt		—									
Churchville Ave	City of Staunto		7000	G	98%	1%	1%	0%	0%	0%	С	0.089		0.546	7400	G
	To		Grubert Ave													
Churchville Ave	From: City of Staunto		8400	G	98%	1%	1%	0%	0%	0%	F	0.089		0.54	8900	G
SO Jonaronville 7.ve	ony of oldanion				0070	1 /0	1 70	070	0 /0	0 /0	•	0.000		0.04	0000	
Ob., wale, dilla A., a	From		hornrose Ave		000/	0%	10/	00/	00/	00/		0.00		0.554	10000	
Churchville Ave	City of Staunto		9800 Augusta St	G	99%	0%	1%	0%	0%	0%	С	0.09		0.554	10000	G
Bus	From:		nurchville Av	e												
250 11 Augusta St	City of Staunto		9800	N	99%	0%	1%	0%	0%	0%	Ν	0.09		0.554	10000	Ν
	To:	US 250 Par	New St; Su	nnyside	St											
A Sus Sus	From:		Par; Sunnys													
250 \ (11) Augusta St	City of Staunto		5000	G	99%	0%	1%	0%	0%	0%	С	0.09		0.621	5300	G
~ ~	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	6000	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	6400	G
Due	To: From:	SR	254 Beverly	St												
Bus 50 11 Augusta St	City of Staunto	on 0.07	6200	G	99%	0%	1%	0%	0%	0%	F	0.085		0.723	6600	G
30) (11) . magadia di	Combined Traffic Estimates for 2 Parallel Ro		7400	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7900	G
	To:		Johnson St	<u> </u>	30 /0	0 / 0	—í"	0,0	0 /0	0,0	•	3.000	•	3.07	, 000	
Bus	From:		Augusta St													
250 (11) Johnson St	City of Staunton	on 0.06	11000	G	99%	0%	1%	0%	0%	0%	F	0.086		0.568	12000	G
~ (5)	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									0.086	F	0.574	NA	
	To	US 2	250 Par, New	/ St												

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

_					_		Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
Bus	From:	1US 250 P Nev												
250 } (11) Johnson St	City of Staunton	0.18 12000	G	99%	0%	1%	0%	0%	0%	F	0.086	0.507	13000	G
~	To:	US 11, SR 25												
One see the Asse	O'the of Observators	US 11, SR 254 NI		000/	0%	40/	00/	00/	00/	_	0.000	0.547	47000	_
250 (11) Greenville Ave	City of Staunton	0.07 16000	G	98%	0%	1%	0%	0%	0%	F	0.089	0.547	17000	G
	To: From:	US 11 GREENVILI	LE AVE											
Richmond Rd	City of Staunton	0.75 11000	G	98%	0%	1%	0%	1%	0%	F	0.09	0.526	11000	G
~	To:	Statler Blvd	ı											
Richmond Rd	City of Staunton	0.96 24000	G	98%	0%	1%	0%	1%	0%	F	0.089	0.512	26000	G
250)	To:	Frontier Dr		0070	0 70		070	1 /0	070	•	0.000	0.012	20000	•
	From:	Frontier Rd												
Richmond Rd	City of Staunton	0.44 27000	G	98%	0%	1%	0%	1%	0%	С	0.092	0.518	29000	G
300)	T-1	207.0												
loffereen liver	From:	ECL Staunto		000/	0%	0%	00/	0%	0%	F	0.000	0.510	20000	
Jefferson Hwy	Augusta County	0.07 38000	G	99%	0%	0%	0%	0%	0%	г	0.092	0.518	38000	G
	To: From:	I-81												
Jefferson Hwy	Augusta County	2.51 18000	G	99%	0%	0%	0%	0%	0%	F	0.09	0.535	19000	G
<i>~</i>	To	07-1316 Idlewood	d Dlud											
250 (Jefferson Hwy	Augusta County	2.01 15000	G	99%	0%	0%	0%	0%	0%	F	0.1	0.552	17000	G
250 Ocherson Flwy	Augusta County			JJ 76	0 70	0 70	0 70	0 70	0 /0	•	0.1	0.552	17000	
~~	To: From:	SR 285 Tinkling Sp												
250 Jefferson Hwy	Augusta County	2.17 18000	Α	99%	0%	0%	0%	0%	0%	С	0.105	0.505	19000	Α
~	To:	WCL Waynesb	oro			—								
Main St	City of Waynesboro	0.84 18000	G	99%	0%	0%	0%	0%	0%	F	0.087	0.527	20000	G
	To													
Main Ct	From:	Carman Ave		000/	0%	00/	00/	00/	00/		0.005	0.505	00000	
Main St	City of Waynesboro	0.30 18000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.525	20000	G
	To: From:	Hopeman Pkv	vy											
Main St	City of Waynesboro	0.67 12000	G	99%	0%	0%	0%	0%	0%	F	0.088	0.505	13000	G
~	To	US 340 Rosser	Λνο											
Broad St	City of Waynesboro	0.25 13000	G	99%	0%	0%	0%	0%	0%	F	0.090	0.864	14000	G
250 21000 01	Oity of Waynessore			00 70	0 70		0 70	0 70	0 /0	•	0.000	0.004	14000	
~~	To: From:	Poplar Ave												
Broad St	City of Waynesboro	0.50 11000	G	99%	0%	0%	0%	0%	0%	F	0.092	0.554	12000	C
~	To	Wayne Ave	;											
Broad St	City of Waynesboro	0.12 11000	G	99%	0%	0%	0%	0%	0%	F	0.09	0.5	12000	(
30)	, ,													
~ D 1 04	Prom:	Arch Ave		000/	00/	10/	00/	40/	00/	_	0.00	0.514	0000	_
Broad St	City of Waynesboro	0.44 8800	G	98%	0%	1%	0%	1%	0%	С	0.09	0.511	9300	G
~	From	US 340 Main												
Main St	City of Waynesboro	US 340 Broad 0.19 12000		97%	0%	1%	0%	1%	0%	С	0.095	0.573	12000	G
250 340 Main St	City of waynesbord	0.19 12000	G	9170	U%	1 70	U-/o	1 70	U%	C	0.095	0.573	12000	
	To: From:	US 340 Delphine	e Ave		•									
Main St	City of Waynesboro	1.00 7300	G	97%	0%	1%	0%	1%	0%	С	0.095	0.639	7800	G
~~ <i>_</i>	To:	Hunter St												

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

_						_		Trι	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	K Factor	AAWDT	QV
~~~	From:		Hunter St												
250 Main St	City of Waynesboro	0.44	7000	G	97%	0%	1%	0%	1%	0%	С	0.097	0.634	7600	G
	To: From:	ECL	Waynesbor	ro											
250	Augusta County	1.76	6700	G	97%	0%	1%	0%	1%	0%	F	0.105	0.644	7100	G
	To	I-64 A	Afton Mount	ain											
250	Augusta County	0.23	8200	G	94%	1%	1%	1%	3%	0%	С	0.096	0.528	8600	G
<i></i>	Тох		n County Li												
250 Rockfish Gap Trnpk	Noloon County (Maint: 02)		ta County L		94%	1%	1%	10/	3%	00/	N	0.006	0.528	9600	N
250 Hockiish Gap Thipk	Nelson County (Maint: 02)	1.27	8200	N	94%	1 70	1 70	1%	370	0%	IN	0.096	0.526	8600	IN
~~~	From:		ton Mountai						==/		_				
Rockfish Gap Trnpk	Nelson County (Maint: 02)	0.13	6700	F	93%	1%	1%	1%	5%	0%	С	0.104	0.574	7000	F
~	To: From:		marle Co Lii												
Rockfish Gap Trnpk	Albemarle County	0.32	6700	N	93%	1%	1%	1%	5%	0%	N	0.104	0.574	7000	Ν
	To: From:	FR-172	Little Rock	Lane											
250 Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.45	6700	N	93%	1%	1%	1%	5%	0%	Ν	0.104	0.574	7000	Ν
~	To:	SR 151	Critzers Sho	op Rd											
250 Rockfish Gap Trnpk	Nelson County (Maint: 02)	4.00	6400	F	98%	0%	1%	1%	1%	0%	С	0.115	0.654	6700	F
~	To	FR-852	2 Bluebird L	ane											
Rockfish Gap Trnpk	Albemarle County	0.56	8700	F	98%	1%	1%	1%	1%	0%	С	0.106	0.665	8000	F
	To	I_64 Ne	ar Yancey N	Mille											
Rockfish Gap Trnpk	Albemarle County		11000	F	98%	1%	1%	0%	0%	0%	F	0.1	0.541	12000	F
250)	Т-	SR 240 Crozet Av	02 (25 M	C11 C -											
250 Rockfish Gap Trnpk	Albemarle County	2.97	9500	F	98%	1%	1%	0%	0%	0%	F	0.1	0.542	9800	F
250 Trookiish dap Tilipk	Albernarie County				0070	1 /0		0 70	0 /0	0 70	•	0.1	0.042	3000	•
har Dd	Albamaria Caunty		Three Notch	nd Rd F	98%	1%	10/	0%	00/	0%		0.106	0.65	10000	F
lvy Rd	Albemarle County				96%	170	1%	0%	0%	0%	С	0.106	0.65	12000	Г
~	To: From:		37 Woods R												
250 Ivy Rd	Albemarle County	3.84	13000	F	98%	1%	1%	0%	0%	0%	F	0.097	0.625	13000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		us US 250 I	_											
250 (29) Monacan Trail Rd	Albemarle County	1.98	51000	F	97%	0%	1%	1%	2%	0%	F	0.098	0.531	54000	F
<del>~</del> <del>~</del>	To: From:	WCL	Charlottesvi	ille											
250 (29) Monacan Trail Rd	City of Charlottesville	0.35	38000	G	97%	0%	1%	1%	2%	0%	F	0.096	0.536	40000	G
~ ~	To	US 2	29, Emmet S	St			<b>—</b> —								
250	City of Charlottesville	0.32	23000	F	98%	0%	1%	1%	0%	0%	F	0.108	0.505	25000	F
<i>~</i>	Tα	104-343	31 Hydraulio	c Rd											
250	City of Charlottesville		40000	F	98%	0%	1%	1%	0%	0%	F	0.093	0.517	44000	F
200)	To				/ -										
250)	City of Charlottesville		Dairy Rd 37000	Α	98%	0%	1%	1%	0%	0%	С	0.102	0.561	41000	Α
250)	City of Chanottesville		by Ave E In		JU /0	U /o	1 /0	1 /0	U /0	U /0	U	0.102	0.501	41000	A

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

Davida	leade alterior	1	4457	0.4 47	r: D		Tru	ck		00	K	Ok Dir	A A \ A \ A \ D T	- 014
Route	Jurisdiction	Length	AADT	<b>QA</b> 47	lire B	us 2	Axle 3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
~~~	From:		ugby Ave E Int		201 0	٥/	10/ 10/	201	00/	_	0.004	0.505	40000	_
(250)	City of Charlottesville	0.33	38000	F 98	8% 0	%	1% 1% 	0%	0%	F	0.084	0.505	42000	F
	To: From:		McIntire Rd											
250	City of Charlottesville	0.27	42000	F 98	8% 0	%	1% 1%	0%	0%	F	0.082	0.527	46000	F
	To: From:		Park St]							
250	City of Charlottesville	0.26	36000	G 98	8% 0	%	1% 1%	0%	0%	F	0.085	0.531	40000	G
	To: From:		Locust Ave											
250 Long St	City of Charlottesville	0.49	39000	F 98	8% 0	%	1% 1%	0%	0%	F	0.089	0.546	43000	F
	To: From	Bus	US 250 High S	St										
250 (20) Long St	City of Charlottesville	0.06	39000	N 98	8% 0	%	1% 1%	0%	0%	Ν	0.089	0.546	43000	Ν
\smile	To: From:	ECI	L Charlottesvill	le			1							
250 (20) Richmond Rd	Albemarle County	0.20	52000	G 97	7% 0	%	1% 0%	1%	0%	С	0.092	0.621	52000	G
\bigcirc	To	SR 2	O Stony Point I	Rd										
250 Richmond Rd	Albemarle County	1.79	37000	F 98	8% 0	%	1% 1%	0%	0%	F	0.092	0.621	41000	F
	To	I-64 Ea	st of Charlottes	sville										
250 Richmond Rd	Albemarle County	2.01	23000		7% 0	%	 1% 1%	1%	0%	С	0.097	0.679	23000	F
	To	ÇE	R 22 Louisa Rd	1										
250 Richmond Rd	Albemarle County	4.40	5500		4% 0	%	 1% 4%	1%	0%	F	0.104	0.724	5700	F
230)	To:		anna County Li									-		
~~	From:		narle County L											
250 Richmond Rd	Fluvanna County (Maint: 54)	6.00	3600	G 94	4% 0	%	1% 4%	1%	0%	С	0.095	0.616	3700	G
~	T _O : From:		Zion Cross Ro											
250 Three Notch Rd	Louisa County	2.72	3000	G 93	3% 1	%	1% 2%	3%	0%	F	0.098	0.626	3100	G
	To: From:	54-7	759 Rollins Lar											
250 Three Notch Rd	Louisa County	3.81	2800	G 93	3% 1	%	1% 2%	3%	0%	С	0.103	0.599	2900	G
	To: From:	54-659	9; SR 208 Fern	ncliff										
250 Three Notch Rd	Louisa County	2.43	1300	G 93	3% 1	%	1% 2%	3%	0%	F	0.098	0.64	1300	G
~	To:		anna County Li											
250 Richmond Rd	Fluvanna County (Maint: 54)	0.71	iisa County Lin 1100		3% 1	%	 1% 2%	3%	0%	F	0.104	0.585	1200	G
250) Hiermond Hd	To:		hland County L		J / 0 I	70	7 2/0	J /0	0 /0	•	0.104	0.505	1200	u
	From:		anna County Li	ine										
250 Broad St Rd	Fluvanna County (Maint: 54)	0.13	1200		7% 0	%	<u>1%</u> 0%	2%	0%	F	0.1	0.644	1200	G
~	To:		hland County L											
250 Broad Street Rd	Goochland County (Maint: 54		anna County Li 1200		7% 0	%	 1% 0%	2%	0%	Ν	0.1	0.644	1200	N
250) 51000 011001 110	The state of the s				. 70 0	,,,	- /0 0 /0	_ /0	0 /0	1 4	0.1	0.044	1200	1.4
250 Broad Street Rd	Goochland County (Maint: 54		5 Shannon Hill		7% 0	%	1% 0%	2%	0%	F	0.114	0.507	1600	G
250 Bload Sileer No	Goodhiand County (Maint: 54	,	1600		170 U	/0	1% 0%	∠70	U%	Г	0.114	0.507	1000	G
~~~	To: From:		Maintenance B		70/ -		10/ 22/	061	051		0.400	<u> </u>	1000	
250 Broad Street Rd	Goochland County	3.23	1600	<b>F</b> 97	7% 0	%	1% 0%	2%	0%	С	0.103	0.515	1600	F

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

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT	<b>QA</b> 4Tir	e Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
	From:	37-606 Three Chopt Rd; Ha	densville-Fife R	d									
250 Broad Street Rd	Goochland County	6.80 <b>1200</b>	<b>F</b> 97%	0%	1%	0%	2%	0%	F	0.102	0.602	1300	F
<del></del>	To:	Louisa County l											
~	From:	Goochland Count							_				
250 Broad Street Rd	Louisa County (Maint: 37)	0.48 2200	<b>F</b> 97%		1%	0%	2%	0%	F	0.101	0.667	2300	F
<del>~</del>	To: From:	US 522 Cross County Rd; S US 522 Cross Cou											
Broad Street Rd	Louisa County (Maint: 37)	1.63 1800	<b>F</b> 97%	5 0%	1%	1%	1%	0%	С	0.103	0.679	1800	
250) 27000 01.001 110	To:	Goochland Count		3 070		. 70	1 /0	070	Ū	0.100	0.070	1000	
	From:	Louisa County											
250 Broad Street Rd	Goochland County	6.72 <b>2600</b>	<b>F</b> 98%	0%	1%	1%	1%	0%	С	0.097	0.747	2700	
~ <i>)</i>	To	37-670 Cardwel	II Rd										
250 Broad Street Rd	Goochland County	5.58 <b>6300</b>	<b>F</b> 98%	0%	1%	1%	1%	0%	F	0.109	0.718	6500	
250)	-											-	
Drood Street Dd	From:	37-621 Manakii 0.47 <b>13000</b>		00/	10/	2%	10/	00/		0.109	0.710	12000	(
Broad Street Rd	Goochland County	0.47 <b>13000</b>	<b>G</b> 96%	6 0%	1%	2%	1%	0%	С	0.109	0.718	13000	,
<u></u>	To: From:	37-623 W, Hocke											
250 Broad Street Rd	Goochland County	1.47 <b>12000</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.082	0.545	12000	(
<del>~</del>	To	SR 288											
250 Broad Street Rd	Goochland County	0.28 30000	<b>F</b> 99%	5 0%	0%	0%	0%	0%	F	0.112	0.600	31000	
	To:	Henrico County	Line										
~~	From:	Goochland Count											
Broad St	Henrico County	1.60 <b>32000</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.102	0.583	34000	(
~	To: From:	Lauderdale Dr	ive										
Broad St	Henrico County	0.54 40000	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.088	0.535	42000	(
<del></del>	Тос	SR 271 Pouncy Tr	act Dd										
250 Broad St	Henrico County	0.84 <b>83000</b>	<b>G</b> 99%	5 0%	0%	0%	0%	0%	F	0.092	0.613	88000	(
250 2.000 01	Tioning County		<b>G</b> 007	0 70		070	0 70	070	•	0.002	0.010	00000	•
Donald Ot	To: From:	I-64	• • • • • • • • • • • • • • • • • • • •		10/	00/	00/	00/		0.004	0.544	50000	,
Broad St	Henrico County	0.75 <b>50000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.094	0.511	53000	(
	To: From:	Cox Rd											
Broad St	Henrico County	0.81 <b>48000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.089	0.515	51000	(
<del>~</del>	Tα	Gaskins Rd											
250 Broad St	Henrico County	0.50 41000	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.094	0.538	43000	(
	To	SR 157 Pemberton Rd; S											
250 Broad St	Henrico County	1.57 <b>51000</b>	<b>G</b> 99%	5 0%	0%	0%	0%	0%	С	0.092	0.577	55000	(
250 Broad St	Tiermed County	1.57 31000	<b>u</b> 557	0 70	0 /0	0 70	0 70	0 70	O	0.032	0.577	33000	`
~	Tœ From:	Parham Rd											
Broad St	Henrico County	0.72 <b>33000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.086	0.524	37000	(
~	To: From:	Hungary Spring	s Rd										
250 Broad St	Henrico County	1.15 <b>36000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.091	0.56	41000	(
<i>~</i>	То	I-64											
250 Broad St	From: Henrico County	0.90 <b>36000</b>	<b>G</b> 98%	5 1%	1%	0%	0%	0%	F	0.101	0.649	40000	(
200)21000 01	Tieringo County	Horsepen Ro		J 1/0	1 /0	0 /0	0 /0	0 /0		0.101	0.043	-5000	•

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

								Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor Q	K Factor	AAWDT	QW
~~	From:		orsepen Rd												
250 Broad St	Henrico County	1.32	26000	G	98%	1%	1%	0%	0%	0%	F	0.092	0.511	29000	G
~	Toe From:		L Richmor				$\Box$ $\vdash$								
250 Broad St	City of Richmond	0.04	28000	F	98%	1%	1%	0%	0%	0%	F	0.094	0.508	31000	F
	To: From:	US 33	Staples Mi	ill Rd											
250 33 Broad St	City of Richmond	0.79	26000	В	98%	1%	1%	0%	0%	0%	С	0.115	0.550	29000	В
$\longrightarrow$	To: From:	M	lalvern Ave	2			$\neg$ $\vdash$								
250 33 Broad St	City of Richmond	0.97	27000	F	98%	1%	1%	0%	0%	0%	F	0.091	0.56	30000	F
$\sim$	To	S	heppard St				<u> </u>								
250 (33) Broad St	City of Richmond		23000	F	98%	1%	1%	0%	0%	0%	F	0.093	0.523	26000	F
<i></i>	To: From:	SR 390	Terminal 1	Place											
250) (33) Broad St	City of Richmond		25000	G	98%	1%	1%	0%	0%	0%	F	0.093	0.523	28000	G
	To		Par Harriso												
250 33 Broad St	City of Richmond		26000	F	98%	1%	1%	0%	0%	0%	F	0.083	0.569	29000	F
230) (33)	Combined Traffic Estimates for 2 Parallel Roadways on			F	98%	1%	1%	0%	1%	0%	F	NA		40000	F
	To		33 Hancock												
Broad St	City of Richmond		16000	G	98%	1%	1%	0%	0%	0%	F	0.089	0.618	18000	(
250) 27000 01	Trail Trail	0.70				1 /0		0 70	0 70	0 70	•	0.000	0.010	10000	·
Broad St	City of Richmond	0.38	2nd St 17000	F	98%	1%	1%	0%	0%	0%	F	0.101	0.678	20000	F
250 Bload St	Oity of Michimoria	0.50			30 /6	1 /0	1 /6	0 /6	0 /6	0 76	'	0.101	0.070	20000	
Drood Ct	City of Richmond	0.38	8th St 17000	F	98%	1%	10/	0%	0%	0%	F	0.000	0.507	19000	F
Broad St	City of Richmond	0.38	17000	Г	96%	170	1%	0%	0%	0%	Г	0.093	0.507	19000	Г
	City of Dishard and	0.00	14th St		000/	40/		00/	00/	00/	_	0.007	0.000	00000	_
Broad St	City of Richmond	0.29	26000	F	98%	1%	1%	0%	0%	0%	F	0.087	0.823	29000	F
~	To: From:		360 18th S												
Broad St	City of Richmond	0.20	14000	F	98%	1%	1%	0%	0%	0%	F	0.083	0.525	16000	F
~	To: From:	US	S 60, 21st S												
Broad St	City of Richmond	0.13	8500	F	97%	1%	1%	1%	0%	0%	F	0.096	0.526	9200	F
<del>~</del>	Tα		23rd St												
~~	From:	Ramps US 250		S 250 W	7060A										
Ramp to I-81 S at Exit 222	Augusta County	0.06	NA									NA		NA	
<del>~</del>	To:		I-81 S												
~	From:		US 250												
Ramp to I-81 N at Exit 222	Augusta County	0.34	4400	G								0.106		4400	G
<del></del>	Ter		I-81 N												
~~_	From:	US 250 TO			ST							0.115		4500	_
Ramp	Augusta County	0.13	4500	G								0.115		4500	G
·	To: From:	US 250- 73B T0			EAST										
250 Ramp	Augusta County	0.12	2600	G								0.094		2600	G
~	Tα	I-64-W FROM	RT 250WI	EST &	EAST										

5/2/2016

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

		i iiiiaiy aik	i interstate i te	uics									
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK Dir Factor	AAWDT	QW
(250) Ramp	From Augusta Count	ty 0.24	TO I-64 WEST & <b>1900 G</b> US 250WEST &							0.172		1900	G
250 Ramp	Albemarle Cour		S 250-W081A FR <b>4200 G</b> US 250WEST &							0.181		4200	G
250 Ramp	From: Albemarle Cour		S 250-W081B FR <b>1600 G</b> US 250WEST &							0.11		1600	G
250 Ramp	Albemarle Cour	nty 0.16	0 Richmond Rd 7100 A I-64 West							0.142		8100	Α
250 Ramp	Albemarle Cour	nty 0.17	0 Richmond Rd  3800 A  I-64 East							0.147		3900	Α
(250)Ramp	From: Henrico Count To:	-	S 250-W154A FR <b>18000 G</b> 1 US 250 West &	98%	0%	1% 0%	1%	0%	С	0.092		18000	G
250 Ramp	From: City of Richmond (Ma									0.098		12000	G
East 250 Ramp toward I-81 S at Exit 222	Augusta Count		US 250 E <b>NA</b> I-81 S							NA		NA	
East 250 Ramp	Albemarle Cour		TO I-64 EAST  1700 G  US 250- 81A FRO	OM RT 2						0.169		1700	G
East 250 Ramp	Albemarle Cour		130 G 250-W081B FRC							0.149		130	G
East 250 Ramp	Henrico Count			98% OM RT 2	0%	0% 0%	1%	0%	С	0.098		15000	G
East 250 Ramp	Henrico Count	ty 0.12	50 E, Broad St 6100 G I-64 West	98%	0%	1% 0%	1%	0%	С	0.096		6100	G
East 250 Ramp	City of Richmond (Ma	aint: 43) 0.13	50 E, Broad St NA US 250 W, Broad	l St						NA		NA	
West 250 Ramp toward I-81 S at Exit 222	Augusta Count		US 250 W <b>NA</b> I-81 S							NA		NA	

5/2/2016

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

		İr	
Route	Jurisdiction Length <b>AADT QA</b> 4Tire Bus  2Axle 3+Axle 1Trail 2Trail Factor Fac	AAWDT	QW
West	From: US 250 I-64-E107A FROM & TO IS 64		
250 Ramp	Albemarle County 0.03 <b>2500 G</b> 0.189	2500	G
$\hookrightarrow$	Tα US 250-E081A US 250- 81A FROM RT 2		
West	From: US 250 TO I-64 WEST		
250 Ramp	Albemarle County 0.04 <b>1500 G</b> 0.112	1500	G
$\subseteq$	[™] US 250- 81B US 250-E081B FROM RT 2		
West	From: US 250 TO I-64 East		
250 Ramp	Henrico County 0.17 <b>3400 G</b> 98% 0% 1% 0% 0% 0% C 0.172	3400	G
	^{To:} US 250-E154A US 250- 154A FROM RT 2		
West	From: US 250 W, Broad St		
250 Ramp	Henrico County 0.22 <b>5000 G</b> 97% 1% 1% 0% 0% 0% C 0.208	5000	G
	To: I-64 West		
West	From: US 250 W, Broad St		
250 Ramp	Henrico County 0.23 4400 G 0.165	4400	G
	To: I-64 West		
West	From: US 250 W, Broad St		
(250) Ramp	Henrico County 0.16 <b>3600 G</b> 0.155	3600	G
250)	Tα I-64 East Collector Rd		-
West	From: US 250 W, Broad St		
250 Ramp	City of Richmond (Maint: 43) 0.04 <b>NA</b> NA	NA	
(250). 1415	Tα US 250-E166A US 250- 166A FROM ROUT		
Bus	From: Churchville Ave		
(250) (11) New St	City of Staunton 0.36 <b>1000 G</b> 99% 0% 1% 0% 0% 0% C 0.135	1100	G
230) (11) 51	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>6000 G</b> 99% 0% 1% 0% 0% 0% C 0.101 F 0.5		G
		10 0400	ч
Bus	From: Frederick St		
250 11 New St	City of Staunton 0.17 <b>1200 G</b> 99% 0% 1% 0% 0% 0% F 0.13	1300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 7400 G 99% 0% 1% 0% 0% 0% F 0.086 F 0.5	74 7900	G
-	To: Johnson St		
Bus	From: US 29, US 250		
250 Ivy Rd	Albemarle County 0.61 <b>13000 F</b> 99% 0% 1% 0% 0% 0% C 0.098 0.6	14 14000	F
	WCL Charlottesville		
Bus	run		
250 Ivy Rd	City of Charlottesville 0.50 <b>12000 F</b> 99% 0% 1% 0% 0% 0% F 0.078 0.5	19 13000	F
Ruc	Bus US 29 Emmet St		
Bus 250 University Ave	City of Charlottesville 0.28 <b>13000 F</b> 97% 0% 2% 0% 0% 0% F 0.07 0.5	19 14000	F
(250) 51117515117 7176	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>18000 F</b> 97% 0% 2% 0% 0% 0% F 0.077 F 0.5		F
	<u>·</u>	10 20000	'
Bus	Bus 1 US 250P, Rugby Rd		
250 University Ave	City of Charlottesville 0.12 <b>13000 F</b> 97% 0% 2% 0% 0% 0% F 0.068 0.5	22 14000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>18000 F</b> 97% 0% 2% 0% 0% 0% F 0.077 F 0.5	09 19000	F
	Try Chancellor St		
	· · · · · · · · · · · · · · · · · · ·		

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

		nu mersia		ules			Tru	ck			K		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus	2ΔvI _Φ	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Chancellor S	t			ZAXIE	JTANE	TITALI	ZIIali		i actor		i actor		
250 University Ave	City of Charlottesville 0.19	12000	F	97%	0%	2%	0%	0%	0%	F	0.066		0.519	14000	F
,	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	18000	F	97%	0%	2%	0%	0%	0%	F	0.075	F	0.515	19000	F
-	· · · · · · · · · · · · · · · · · · ·	&O RR Cross	ring												
Bus	rion:			000/	00/	40/	00/	00/	00/	_	0.070		0.500	4.4000	_
250 Main St	City of Charlottesville 0.09	13000	F	99%	0%	1%	0%	0%	0%	F _	0.072	_	0.528	14000	-
•	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	18000	F	99%	0%	1%	0%	0%	0%	F	0.076	F	0.546	20000	F
Bus	From: Jei	ferson Park A	Ave												
250 Main St	City of Charlottesville 0.73	13000	F	97%	0%	2%	0%	0%	0%	С	0.076		0.616	14000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	34000	F	98%	0%	1%	0%	0%	0%	С	0.081	F	0.551	37000	F
	Тα	McIntire Rd													
Bus Malatira Dd	City of Charlottesville 0.22	Main St		99%	0%	1%	00/	00/	00/	F	0.001		0.501	00000	_
250 McIntire Rd	· · · · · · · · · · · · · · · · · · ·	24000	F				0%	0%	0%	•	0.081	_	0.501	26000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	28000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	31000	F
Bus	To: 104-34	05, Bus US 2	250 Par												
250 McIntire Rd	City of Charlottesville 0.03	24000	N	99%	0%	1%	0%	0%	0%	N	0.081		0.501	26000	N
Bus	To: From:	Preston Ave													
250 Market St	City of Charlottesville 0.53	9100	F	99%	0%	1%	0%	0%	0%	F	0.079		0.538	9900	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	16000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.539	17000	F
	Tα SR 2	20 9th St; Av	on St												
Bus (250) 9th St	City of Charlottesville 0.12	Market St	F	98%	0%	1%	0%	0%	0%	F	0.083		0.595	16000	F
(250) (20) 9th St	Combined Traffic Estimates for Parallel Roadways on this Route:	14000	Г	90%	076	170	0%	076	0%	Г	0.088	F	0.607	NA	Г
	Tanic Estimates for Parallel Roadways of this Route.	High St									0.066	Г	0.607	INA	
Bus	From:	SR 20 9th St	i												
250 20 High St	City of Charlottesville 0.23	11000	F	99%	0%	1%	0%	0%	0%	F	0.092		0.601	12000	F
	T _C	11th St				_									
Bus 250 20 High St	City of Charlottesville 0.21	10000	F	99%	0%	1%	0%	0%	0%	С	0.088		0.625	11000	F
(250) (20) High St	·		-	33 /6	0 70	1 /0	0 70	0 70	0 /0	O	0.000		0.020	11000	
Bus		Gillespie Ave	2												
(250) (20) High St	City of Charlottesville 0.45	20000	F	99%	0%	1%	0%	0%	0%	F	0.089		0.583	21000	F
$\bigcirc$	Tα	Long St													
Bus		Jniversity Av													
Rugby Rd	City of Charlottesville 0.38	4500	F	99%	0%	1%	0%	0%	0%	F	0.104		0.528	4900	F
<u></u>	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	31000	F
Due	To: From:	Grady Ave													
Bus (250) Grady Ave	City of Charlottesville 0.57	Rugby Rd 5300	F	99%	0%	1%	0%	0%	0%	F	0.096		0.512	5800	F
(290) Grady AVC	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	97%	0%	2%	0%	0%	0%	F	0.030	F	0.512	19000	, F
	Total Trailic Estimates for 21 araner roadways on this Houte.	Preston Ave	•	31 /6	0 /6	2 /0	U /0	U /0	0 /6	'	0.073	•	0.010	13000	'
	<u> </u>	1 ICSIOII AVE													

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								Tru	ıck			K		Dir		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	(
Bus	From:		Grady Ave													
Preston Ave	City of Charlottesville		22000	F	99%	0%	1%	0%	0%	0%	С	0.085		0.514	23000	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	34000	F	98%	0%	1%	0%	0%	0%	С	0.081	F	0.551	37000	
us Bus	To: From:	1	Market St													
us Bus 50 250 McIntire Rd	City of Charlottesville	0.03	24000	N	99%	0%	1%	0%	0%	0%	Ν	0.081		0.501	26000	
us	To: From:	Pr	reston Ave													_
High St	City of Charlottesville	0.54	6900	F	99%	0%	1%	0%	0%	0%	F	0.091		0.537	7500	
30)	Combined Traffic Estimates for 2 Parallel Roadway	vs on this Route:	16000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.539	17000	
	Tα	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	9th St	-			Ti.		• , •	- , -	•		•			
	From:	81-770	Turnpike I	Road												_
Collierstown Rd	Rockbridge County	4.43	870	G	96%	0%	1%	2%	2%	0%	F	0.099		0.725	920	
	To: From:		-675 Murat													_
51)Collierstown Rd	Rockbridge County	3.85	1900	G	96%	0%	1%	2%	2%	0%	С	0.093		0.714	2000	
<u> </u>	To: From:	81-764 S	outh of Lex	kington									—			_
51)Thornhill Rd	Rockbridge County	1.05	3500	G	96%	0%	1%	2%	2%	0%	F	0.095		0.682	3600	
<u> </u>	To	WC	L Lexingto	n												_
Thornhill Rd	City of Lexington	0.38	5200	G	97%	0%	1%	1%	1%	0%	С	0.098		0.663	5600	
9.9	To:		Link Rd													
	From:		nornhill Rd													
Link Rd	City of Lexington	0.24	4500	G	97%	0%	1%	1%	1%	0%	F	0.093		0.639	4800	
	10:		Main St													_
	From:		laury River								_					
52 Brownsburg Turnpike	Rockbridge County	6.03	510	G	94%	0%	2%	3%	0%	0%	F	0.096		0.54	540	
<u></u>	To: From:		22 Rocky L	ane												_
Brownsburg Turnpike	Rockbridge County	4.22	270	G	94%	0%	2%	3%	0%	0%	С	0.123		0.529	280	
<u> </u>	To:		ta County I													_
	roin.	Rockbri	dge County	Line							_	0.440		0.643	120	
Fo Middlehrook Rd	Augusta County				08%	Nº/-	10/-	Nº/-	10/-	110/-						
Middlebrook Rd	Augusta County	0.69	120	G	98%	0%	1%	0%	1%	0%	F	0.118		0.043	130	
<i></i>	To From:	0.69 07-620	120 N, Newpor	<b>G</b> rt Rd												
<i></i>	Augusta County  Tot From:  Augusta County	0.69	120	G	98%	0%	1%  1%	0%	1%  1%	0%	F	0.118		0.586	280	
52) Middlebrook Rd	Augusta County	0.69 07-620 2.54	120 N, Newpor	G rt Rd G	98%	0%										
52)Middlebrook Rd	To From:	0.69 07-620 2.54	120 N, Newpor 270	G rt Rd G												
52)Middlebrook Rd	Augusta County	0.69 07-620 2.54 07-682 4.50	120 N, Newpor 270 2 McKinley 400	G rt Rd G Rd G	98%	0%	1%	0%	1%	0%	F	0.115		0.586	280	
52) Middlebrook Rd 52) Middlebrook Rd	Augusta County	0.69 07-620 2.54 07-682 4.50	120 N, Newpor 270 2 McKinley	G rt Rd G Rd G	98%	0%	1%	0%	1%	0%	F	0.115		0.586	280	_
52) Middlebrook Rd 52) Middlebrook Rd	Augusta County  Total  Front  Augusta County  Total  Augusta County  Front	0.69 07-620 2.54 07-682 4.50 07-670 0 7.52	120 N, Newpor 270 2 McKinley 400 Cherry Gro 1300	G rt Rd G Rd G Ve Rd G	98%	0%	1% 1%	0%	1%	0%	F C	0.115		0.586	280 420	
Middlebrook Rd  Middlebrook Rd  Middlebrook Rd  Middlebrook Rd	Augusta County  Augusta County  Augusta County  Augusta County  Tot From  Augusta County	0.69 07-620 2.54 07-682 4.50 07-670 0 7.52 07-693 N,	120 N, Newpor 270 2 McKinley 400 Cherry Gro 1300 Stingy Hal	rt Rd G Rd G Ve Rd G Uve Rd G	98%	0%	1% 1% 1%	0% 0% 1%	1% 1% 0%	0% 0%	F C	0.115 0.104 0.107		0.586 0.65 0.647	280 420 1400	
52) Middlebrook Rd 52) Middlebrook Rd	Augusta County  Total  Front  Augusta County  Total  Augusta County  Front	0.69 07-620 2.54 07-682 4.50 07-670 0 7.52 07-693 N, 1.62	120 N, Newpor 270 2 McKinley 400 Cherry Gro 1300 Stingy Hal	G rt Rd G Rd G Ve Rd G	98%	0%	1% 1%	0%	1%	0%	F C	0.115		0.586	280 420	
52 Middlebrook Rd 52 Middlebrook Rd 52 Middlebrook Rd	Augusta County  Augusta County  Augusta County  Augusta County  Tot From  Augusta County	0.69 07-620 2.54 07-682 4.50 07-670 0 7.52 07-693 N, 1.62	120 N, Newpor 270 2 McKinley 400 Cherry Gro 1300 Stingy Hal	rt Rd G Rd G Ve Rd G Uve Rd G	98%	0%	1% 1% 1%	0% 0% 1%	1% 1% 0%	0% 0%	F C	0.115 0.104 0.107		0.586 0.65 0.647	280 420 1400	

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				0 1 10				Tru	ıok			· · · · · · · · · · · · · · · · · · ·		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
	From:	S	CL Staunton				1	017.00	TTTGII	Ziiaii		1 40101		1 40101		
(252) Middlebrook Ave	City of Staunton	1.08	3000	G	98%	1%	1%	1%	0%	0%	С	0.114		0.526	3200	G
	To		Bridge St													
252 Middlebrook Ave	City of Staunton	0.60	2600	G	98%	1%	1%	1%	0%	0%	F	0.097		0.580	2800	G
202	Tα	I	Lewis Street													
	From:		Lewis St								_					_
252 254 Beverly St	•										-		_			
	Combined Traffic Estimates for 2 Parallel Road			_		0%	1%	0%	0%	0%	F	0.086	F	0.501	6400	G
Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   S																
Dort Donublic Dd	City of Harrisonbur				070/	00/	10/	00/	10/	00/	0	0.006		0.500	07000	_
253 Port Republic Rd	City of Harrisonburg	g 0.48	25000	G	97%	0%	1%	0%	1%	0%	C	0.086		0.560	27000	G
	To: From:						<u></u>				_					
253 Port Republic Rd	City of Harrisonbur	g 0.85	25000	F	97%	0%	1%	0%	1%	0%	F	0.084		0.546	27000	F
<u>~</u>	To: From:	Pea	ach Grove Av	e												
₂₅₃ )Port Republic Rd	City of Harrisonbur	g 0.48	11000	F	97%	0%	1%	0%	1%	0%	F	0.088		0.558	12000	F
$\overline{}$	To: From:	ECI	L Harrisonbur	g			$\neg$									
253 Port Republic Rd	Rockingham Count	ty 0.59	7900	F	98%	0%	1%	1%	1%	0%	F	0.086		0.554	8600	F
$\bigcirc$	To	82-710 Rese	ervoir St. Gree	endaile	Rd											
253 Port Republic Rd	Rockingham Count					0%	1%	1%	1%	0%	F	0.097		0.665	14000	F
-	To	Urban Pounda	nev. 92 690 Cl	on Lo	ko De											
Port Republic Rd	From: Rockingham Count					0%	1%	1%	1%	0%	F	0.1		0.689	6400	F
233) * *********************************	To							.,.	.,.		-					-
oso Port Republic Rd	Bockingham Count				98%	0%	1%	1%	1%	0%	F	0.1		n 698	5900	F
253) I off Hepublic Ha	riockingham count	<u> </u>			30 70	0 70	1 /0	1 /0	1 /0	0 70	•	0.1		0.000	3300	•
Deat Develop Del	To- From:				000/	00/		40/	40/	00/		0.005		0.050	F700	
253 Port Republic Rd	Rockingnam Count	ty 0.33	5500	г	98%	0%	1%	1%	1%	0%	C	0.095		0.656	5700	г
	To: From:										_					
253 Port Republic Rd	Rockingham Count	ty 4.28	5300	F	98%	0%	1%	1%	1%	0%	F	0.098		0.68	5500	F
$\stackrel{\smile}{=}$	To: From:															
₂₅₃ )Port Republic Rd	Rockingham Count	ty 0.22	5300	F	98%	0%	1%	1%	1%	0%	F	0.096		0.673	5600	F
$\overline{}$	To: From:	82-6	655 Lawyer R	2d												
253 Port Republic Rd	Rockingham Count	ty 0.76	5300	F	98%	0%	1%	1%	1%	0%	F	0.096		0.669	5600	F
$\smile$	Note   Jurisdiction   Length   AADT   OA   4 Tire   Bus   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   St															
253 Port Republic Rd	Rockingham Count				98%	0%	1%	1%	1%	0%	F	0.097		0.566	3200	F
· .	Τα	•	40 East Side H	Iwy												
	From	SR 42	Buffalo Gap l	Hwy		-										
254 Parkersburg Turnpike	Augusta County			_	97%	1%	1%	0%	1%	0%	F	0.099		0.647	3800	G
$\smile$	Too	07-8	876 Swoope R	2d												
254) Parkersburg Turnpike	Augusta County	4.37	4600	G	97%	1%	1%	0%	1%	0%	С	0.097		0.717	4900	G
254)billo	Ta:		SR 262		/-	.,•	—i	- / -	. , •	- / 0	-					-

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				ale noi				Tru	ak			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:		SR 262													
Beverly St	City of Staunton	0.97	8000	G	98%	1%	1%	0%	1%	0%	С	0.106		0.525	8500	(
<u> </u>	To:	G	Grubert St													
254)Beverly St	City of Staunton	0.69	7900	G	98%	1%	1%	0%	1%	0%	F	0.091		0.559	8400	(
$\overline{}$	Ta	The	ornrose Av	/e.												
254)Beverly St	City of Staunton	0.25	5500	G	98%	1%	1%	0%	1%	0%	F	0.092		0.510	5800	(
	Tor	Fr	rederick St													
Beverly St	City of Staunton	0.25	5000	G	98%	1%	1%	0%	1%	0%	F	0.086		0.607	5300	
,	To		4 P Jeffers													
Beverly St	City of Staunton	0.23	3400	G G	98%	1%	1%	0%	1%	0%	F	0.095			3600	
254 2010119 01	Combined Traffic Estimates for 2 Parallel Roadways o		5600	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.599	5900	
	Tallocal Training Estimates for ET arailor Hoddways o				0070	0 70		0,0	0 70	0 70	•	0.001		0.000	0000	
254)(252)Beverly St	City of Staunton	0.11	Lewis St 3100	G	98%	1%	1%	0%	1%	0%	F	0.085			3300	
254 252 Beverly St	Combined Traffic Estimates for 2 Parallel Roadways o		6000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.501	6400	
	Combined Trainic Estimates for 2 Farallel Hoadways of				90 /6	0 /6	1 /0	0 /6	0 /0	0 /6	•	0.000	'	0.501	0400	
Daviario Ct	To: From:		50 Augusta		000/	10/	10/	00/	10/	00/	N.I.	0.005			0000	_
Beverly St	City of Staunton	0.06	3100	N	98%	1%	1%	0%	1%	0%	N	0.085	_	0.504	3300	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	5800	N	98%	0%	1%	0%	0%	0%	N	0.086	F	0.501	6100	
	To: From:		250 P New													_
Beverly St	City of Staunton	0.16	2200	G	98%	1%	1%	0%	1%	0%	F	0.118	_		2300	
	Combined Traffic Estimates for 2 Parallel Roadways o		4900	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.516	5200	
	From:		Coalter St P, E Beve	erly St												_
Coalter St	City of Staunton	0.16	5400	G	98%	1%	1%	0%	1%	0%	F	0.103		0.589	5700	
97	To:	US 11, US	250 Com	merce S												
¬ ~~	From:	US 11 US														
(54) (11) Commerce Rd	City of Staunton	0.68	2600	G	97%	0%	1%	0%	1%	0%	С	0.109		0.579	2800	
<u>~ ~</u>	To: From:	US 11	Commerc	e Rd												_
New Hope Rd	City of Staunton	2.45	1200	G	97%	0%	0%	2%	0%	0%	С	0.106		0.578	1300	
<u> </u>	To From:	EC	L Staunto	n												
New Hope Rd	Augusta County	1.59	1500	G	94%	0%	2%	2%	1%	0%	С	0.097		0.688	1600	
	Tar	SR 262 Woo	odrow Wil	lson Pkw	/V											
Hermitage Rd	Augusta County	3.92	5400	G	97%	0%	1%	1%	1%	0%	F	0.101		0.588	5700	
	To			1 D.1												
Hermitage Rd	Augusta County	3.45	ong Mead <b>4800</b>	G Ra	97%	0%	1%	1%	1%	0%	С	0.104		0.53	5000	
	- Indigasta Southy					0 /0		. , ,	. , ,	0 / 0	J	3.104		3.00	0000	
Hormitago Pd	Augusto County	07-640 Old	d White B	-	97%	0%	1%	1%	1%	0%	F	0.104		0.512	4700	_
Hermitage Rd	Augusta County	0.93	4500	G	3170	U%	1 70	1 7/o	1 70	U%	r	0.104		0.012	4/00	
	To: From:	WCL	Waynesb	oro			-									
lvy St	City of Waynesboro	1.19	5900	G	97%	0%	1%	1%	1%	0%	С	0.103		0.511	6300	

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Н	opeman Pkw	vy												
₂₅₄ )lvy St	City of Waynes	boro 0.52	5500	G	98%	0%	1%	0%	0%	0%	С	0.103		0.637	5900	(
$\smile$	To:		King Ave													
Poplar Ave	City of Waynes	boro 0.30	10000	G	98%	0%	1%	0%	0%	0%	С	0.094		0.543	11000	(
$\smile$	Too		Broad St													
254) Poplar Ave	City of Waynes	boro 0.07	3200	G	98%	0%	1%	0%	0%	0%	F	0.117		0.606	3400	(
	To:		Main St													
	From:	SR	254 Beverly	y St												
Jefferson St	City of Staunt		1300	G	97%	1%	1%	0%	0%	0%	С	0.099			1400	(
- B · /	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	To:		Frederick S	St												
	From:		Jefferson St													
Frederick St	City of Staunt		2200	G	99%	0%	1%	0%	0%	0%	С	0.099			2400	
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	5600	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.599	5900	
	To: From:	(	Central Ave													
254) 252) Frederick St	City of Staunt		3000	G	99%	0%	1%	0%	0%	0%	F	0.093			3100	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	6000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.501	6400	
	To:		us US 11 Pa													
Everdeviel, Ot	Prom:	US 250, Bus				00/	10/	00/	00/	00/	_	0.100			0000	
Frederick St	City of Staunt		2700	G	99%	0%	1%	0%	0%	0%	-	0.100	_	0.540	2900	
	Combined Traffic Estimates for 2 Parallel F	roadways on this Route:	4900 Coalter St	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.516	5200	
	From:	E	Frederick S	St												
Coalter St	City of Staunt		5000	G	99%	0%	1%	0%	0%	0%	F	0.100			5300	
<u></u>	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	To:	-	54, E Bever	ly St												
	From:	US 5	0 Millwood	Pike												
255)Bishop Meade Rd	Clarke Coun		1500	F	98%	1%	1%	0%	0%	0%	F	0.094		0.508	1500	
	To	21.723	N, Millwoo	od Dd												
255)Bishop Meade Highway	From:_ Clarke Coun		1900	F	98%	1%	1%	0%	0%	0%	С	0.11		0.626	2000	
255 Bioriop Moddo Frigilita	To:	,	Lord Fairfa		0070	1 70		0,0	0 70	070	Ū	0.11		0.020	2000	
	From:		11 Lee High													
₂₅₆ )Weyers Cave Rd	L Augusta Cour		9400	G	93%	1%	1%	1%	4%	0%	С	0.095		0.584	9900	
256) 110) 5.5 6 6.16 1.16	- F	,				. , 0		. , 0	.,0	0 / 0	Ū	0.000		0.00	0000	
Wayera Caya Bd	Augusts Cour	nty 1.22	I-81		93%	10/	1%	10/	5%	0%	С	0.095		0.601	10000	
Weyers Cave Rd	Augusta Cour ™-		9300 Keezletowi	G n Bood	93%	1%	1%	1%	5%	0%	C	0.095		0.601	10000	
	From:	SK 2/0	SR 276	n Koad												
256)Weyers Cave Rd	Augusta Cour	nty 4.50	5600	Α	94%	0%	1%	1%	4%	0%	С	0.112		0.607	6200	
<u> </u>				tar I ima												
256)3rd St	From:L Town of Grottoes (M		gham Count 4600	ty Line <b>F</b>	94%	0%	1%	1%	4%	0%	F	0.092		0.554	5100	
256 514 51	Town of Glottoes (IV	<i>'</i>	ogwood Av		J4 /0	U /0	1 /0	1 /0	7 /0	U /0	'	0.032		0.554	3100	

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

_					_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:	Dogwood Ave	e											
256)3rd St	Town of Grottoes (Maint: 82)	0.37 <b>4800</b>	F	94%	0%	1%	1%	4%	0%	F	0.092	0.628	5200	F
<u> </u>	To: From:	Aspen Ave												
256)3rd St	Town of Grottoes (Maint: 82)	0.13 <b>4000</b>	F	94%	0%	1%	1%	4%	0%	F	0.089	0.51	4400	F
<u> </u>	Τα	US 340 East Side l	Hwy											
Damenta Lot O at Fuit 205	From:	SR 256									0.000		0400	,
Ramp to I-81 S at Exit 235	Augusta County	0.18 3100	G			_					0.096		3100	(
	Famil	I-81 S				_								_
256)Ramp to I-81 N at Exit 235	Augusta County	SR 256 0.20 <b>4200</b>	G								0.098		4200	(
256) Hamp to 1 01 14 at Exit 200	To:	I-81 N	<u> </u>								0.000		7200	`
	From:	82-924 Briery Brand	ch Pd											_
257)Briery Branch Rd	Rockingham County	2.89 <b>700</b>	F	96%	1%	1%	1%	2%	0%	F	0.108	0.704	730	
,	To		antan D.											
257)Briery Branch Rd	Rockingham County	82-731 Community Ce 2.43 <b>2100</b>	F F	96%	1%	1%	1%	2%	0%	С	0.106	0.682	2200	
237)	To						.,.	_,,				****		
Ottobine Rd	Rockingham County	82-613 W, Clover H 4.29 <b>2400</b>	F F	96%	1%	1%	1%	2%	0%	F	0.100	0.781	2600	
257 Ottobine rid				30 /6	1 /0	1 /0	1 /0	2/0	0 /6	'	0.100	0.701	2000	'
Ottobino Dd	From:	82-738 W Dry Rive	er Rd <b>F</b>	96%	10/	10/	10/	20/	0%	F	0.100	0.041	4000	
Ottobine Rd	Rockingham County	1.86 <b>3700</b>		90%	1%	1%	1%	2%	0%	Г	0.108	0.841	4000	
	To: From:	WCL Dayton		000/	40/		40/	201	00/		0.100	0.044	4000	_
Ottobine Rd	Town of Dayton (Maint: 82)	0.42 <b>3700</b> W SR 42 Bus	N	96%	1%	1%	1%	2%	0%	N	0.108	0.841	4000	1
	From:	E RT 42 BUS												
257) (42) John Wayland Hwy	Town of Dayton (Maint: 82)	0.42 <b>12000</b>	N	94%	1%	1%	1%	3%	0%	Ν	0.098	0.522	14000	1
$\mathcal{O}$	To	CL Dayton												
257) (42) John Wayland Hwy	Rockingham County	0.63 <b>12000</b>	F	94%	1%	1%	1%	3%	0%	F	0.087	0.576	14000	F
	To	CL Bridgewate	or.											
257) (42) N Main St	Town of Bridgewater	0.30 <b>13000</b>	N	94%	1%	1%	1%	3%	0%	Ν	0.087	0.576	14000	1
	To	NCL BRIDGEWA												
257) (42) N Main St	Town of Bridgewater	1.00 <b>13000</b>	F	94%	1%	1%	1%	3%	0%	F	0.087	0.576	14000	
237) (42) 11	To			0.70	. , ,		. , ,	0,0	0,0	•	0.007	0.0.0		•
257) (42) N Main St	Town of Bridgewater	NORTH RIVER : 0.08 <b>16000</b>	G RD	94%	1%	1%	1%	3%	0%	С	0.084	0.532	17000	(
257   42   N Main St	Town of Bridgewater			J+ /0	1 /0	1 70	1 /0	0 70	0 70	J	0.004	0.502	17000	`
257) (42) N Main St	Town of Bridgewater	MT CRAWFORD 0.30 <b>9900</b>	AVE <b>F</b>	94%	1%	1%	1%	3%	0%	F	0.085	0.588	11000	
257) (42) N Main St	Town of Bridgewater			94%	I 70	1 70	1 70	3%	0%	Г	0.065	0.566	11000	-
Digital Ava	To From	SR 42 MAIN S		050/	00/	10/	10/	00/	00/		0.000	0.510	10000	_
Dinkel Ave	Town of Bridgewater	1.76 <b>9400</b>	F	95%	0%	1%	1%	3%	0%	С	0.090	0.516	10000	I
	From:	ECL Bridgewate				_}-								
257 Dinkel Ave	Rockingham County	0.80 <b>10000</b>	F	95%	0%	1%	1%	3%	0%	F	0.097	0.541	11000	F
<u> </u>	Tα	US 11 W, Lee High	hway											

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

_	-				_		Tr	uck			Κ	Dir		_
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Tire	e Bus		3+Axle	-		QC	Factor QI	Factor	AAWDT	Q۷
	From:	US 11	W, Lee Highwa	_										
257) Friedens Ch Rd	Rockingham County	0.86	12000 F	95%	0%	1%	1%	3%	0%	F	0.093	0.540	13000	F
$\smile$	To:		I-81											
	From:	SR 257	7 Friedens Ch R	d										
257) Ramp to I-81 S at Exit 240	Rockingham County	0.20	2900 A	١							0.132		3200	Α
201)	To:	]	I-81 South											
	From:	SD 257	7 Friedens Ch R	d										
257) Ramp to I-81 N at Exit 240	Rockingham County	0.03	2600 C								0.100		2600	G
257 Trainp to 1 01 14 at Exit 240	- Hookingham Goding										0.100		2000	
	To: From:		0A TO RT 81 N											
257)Ramp to I-81 N at Exit 240	Rockingham County	0.16	4000								0.091		4000	C
$\smile$	To:	I-81-N FR	OM RTS 257 &	682										
	From:	North C	arolina State Li	ne										
258 Smith Ferry Rd	Southampton County	5.28	5200 F	86%	1%	1%	2%	11%	0%	F	0.081	0.584	5400	F
	To	CD 100	) C D	.1										
258 Smith Ferry Rd	Southamaton County		South Quay R 3600 F		1%	1%	2%	11%	0%	С	0.097	0.576	3700	F
258 Sillili Felly Hu	Southampton County	3.43	3600 F	00%	170	1 70	270	1170	0%	C	0.097	0.576	3700	Г
	To: From:	87-684 I	Dogwood Bend											
258 Smith Ferry Rd	Southampton County	0.29	4100 F	86%	1%	1%	2%	11%	0%	F	0.088	0.603	4200	F
~ [_]	To:	US 58 Southhampton	Parkway; Bus	JS 258 Sou	th St									
~~~ ~~~	From:		X											
258 (258 Ramp	Southampton County	0.20	NA								NA		NA	
~~~ <u></u>	To:		X											
~~~	From:	US 58 Southhampton								_				_
258] (58)	Southampton County		18000 F	85%	1%	1%	1%	13%	0%	F	0.078	0.539	17000	F
~ ~	To:		/CL Suffolk											
Consider Domas	City of Coeffells		npton County L		10/	10/	10/	100/	00/	_	0.070	0.574	00000	_
258 58 Franklin Bypass	City of Suffolk	1.27	21000		1%	1%	1%	13%	0%	F	0.079	0.574	20000	C
	From:	US 58	Franklin Bypas	S										
258 \ (58 \ Ramp	City of Suffolk	0.17	X	9	00 119 5	SR for di	rectional	traffic v	oluma c	etime	ates for this s	aamant		
258 58 Ramp	Tro:	0.17	X		CC 00 C	0 101 a1	rcotionai	traine v	Oldine C	Julie	1103 101 11113 3	eginent.		
	From:	US 58-F451F	TO RTE 189	SOUTH										
258 58 Ramp	City of Suffolk	0.05	JO KIL 107		ee US 5	8 for di	rectional	traffic v	olume e	estima	ates for this s	eament		
236) (36) 1141119	To:		FROM RTE 58		00 00 0	, 	· ootionai	traine .	Oldino C	,01,1110		ogmont.		
	From:		ıklin Bypass; Sl											
	City of Cuffolk	0.97	2500 C		1%	1%	6%	37%	0%	С	0.084	0.515	2700	(
258 Great Mill Rd	City of Sulloik													
258 Great Mill Rd	City of Suffolk		101 0 co ::											
~	To: From:		ICL Suffolk	0401	00/	10/	00/	050/	00/	^	0.007	0.540	0.400	
~	To	1.38	2400 C		0%	1%	2%	35%	0%	С	0.087	0.543	2400	G
~	To: From:	1.38 46-656 U	2400 C Union Camp Dr	ive	0%	1%	2%	35%	0%	С	0.087	0.543	2400	Ċ
258 Great Mill Rd 258 General Mill Hwy	Isle of Wight County	1.38 46-656 U 46-656	2400 C Union Camp Dr Union Camp D	ive or										
258 General Mill Hwy	To: From:	1.38 46-656 U 46-656 1.43	2400 C Union Camp Dr Union Camp D 900 C	ive r		1%	2%	35% 35%	0%	C F	0.087	0.543 0.665	2400 920	
~	Isle of Wight County	1.38 46-656 U 46-656 1.43 US 2	2400 C Union Camp Dr Union Camp D 900 C 258, C4US 58	ive or i 61%										G
258 General Mill Hwy	Isle of Wight County	1.38 46-656 U 46-656 1.43 US 2	2400 C Union Camp Dr Union Camp D 900 C	ive or 6 61% wy	0%									

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	46-614 W,	River Run Trail											
258 Walters Hwy	Isle of Wight County	5.85	5100 G	92%	1%	1%	1%	6%	0%	С	0.097	0.683	5200	G
	To: From:	WC	L Windsor			\neg \vdash								
258 Prince Blvd S	Town of Windsor (Maint: 46)	0.19	4900 G	92%	1%	1%	1%	6%	0%	F	0.087	0.688	5000	G
<u> </u>	To	US 460	Windsor Blvd			<u> </u>								
258 Prince Blvd N	Town of Windsor (Maint: 46)		5700 G	94%	1%	1%	1%	4%	0%	F	0.089	0.501	5800	G
<u> </u>	To: Group	NCI	Windsor			_								
258 Courthouse Hwy	Isle of Wight County	7.49	4400 G	94%	1%	1%	1%	4%	0%	F	0.114	0.618	4500	G
<u> </u>	To: Group	46-63	7 Orbit Rd			_								
258 Courthouse Hwy	Isle of Wight County	5.68	4800 G	94%	1%	1%	1%	4%	0%	С	0.089	0.534	4900	G
	To	WCL Smithfield;	46-709 Waterwo	rks Rd										
258 Courthouse Hwy	Town of Smithfield (Maint: 46)		9000 G	95%	1%	1%	1%	3%	0%	С	0.09	0.631	9600	G
	Toc	Old Wo	CL Smithfield											
258 Main St	Town of Smithfield (Maint: 46)		2000 G	95%	1%	1%	1%	2%	0%	С	0.091	0.535	13000	G
230)	To:		SR 10											
~~~	From:		Iain St							_				_
[258] [10]	Town of Smithfield (Maint: 46)	2.30 <b>1</b>	8000 G	96%	1%	0%	1%	2%	0%	С	0.093	0.551	19000	G
~~~~	From:		s US 258			<del> </del>								
258 10 Benns Church Blvd	Town of Smithfield (Maint: 46)	0.31 2	9000 G	96%	1%	0%	1%	2%	0%	F	0.091	0.51	31000	G
~~~	To: From:		L Smithfield											
258 (10) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.65 <b>2</b>	25000 G	96%	1%	0%	1%	2%	0%	F	0.092	0.524	27000	G
<del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del>	To: From:		d; 46-644 Turnei	Dr										
(258) (10) Benns Church Blvd	Isle of Wight County		26000 G	96%	1%	0%	1%	2%	0%	F	0.093	0.547	27000	G
<del>~</del> ~	To: From:		wers Neck Blvd nns Church Blvd											
258 (32) Brewers Neck Blvd	Isle of Wight County		25000 G	96%	1%	0%	1%	2%	0%	С	0.097	0.607	26000	G
(230) (32) = 10.000 = 10.000	To:		arrollton Blvd		.,,		.,.	_,,	- , -	_				-
~~~	From:		SR 32 Bartlett											
(258) (17) (32) Carrolton Blvd	Isle of Wight County	2.17 2	9000 A	97%	0%	0%	1%	1%	0%	С	0.115	0.658	31000	Α
~ ~ ~	To: From:	F	R-807			\Box \vdash								
(258)(17) (32)	Isle of Wight County		8000 G	97%	0%	0%	1%	1%	0%	F	0.11	0.754	30000	G
$\stackrel{\smile}{\smile} \stackrel{\smile}{\smile} \stackrel{\smile}{\smile}$	To: From:		ewport News											
258 17 32 Mercury Blvd	City of Newport News		ght County Line 28000 G	97%	0%	0%	1%	1%	0%	F	0.11	0.754	30000	G
(230) (17) (32)				, ,	- / •		. , •	. , •	- / -	,				-
258 (17) (32) Mercury Blvd	City of Newport News		Varwick Blvd 37000 G	97%	0%	0%	1%	1%	0%	F	0.099	0.6	39000	G
258 17 32 Mercury Blvd	- F			J1 /0	0 /0	—— 1	1 /0	1 /0	0 /0	•	0.009	0.0	03000	u
(and Margury Phys	City of Nowport Nove		erson Ave	99%	0%	0%	0%	1%	0%	F	0.09	0.583	41000	G
258 Mercury Blvd	City of Newport News		Hampton	99%	U%	0%	U%	170	U%	г	0.09	0.583	41000	G

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

						Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	AAWDT	QW
Manage Blad	From:	ECL Newport News	000/	00/	00/	00/	40/	00/	_	0.000	0.550	40000	
258 Mercury Blvd	City of Hampton	0.74 45000 G	99%	0%	0%	0%	1%	0%	F	0.090	0.559	46000	G
258 Mercury Blvd	City of Hampton	114-7019 Chestnut Ave 0.52 49000 A	99%	0%	0%	0%	1%	0%	С	0.1	0.538	50000	Α
258 Welcury Biva	City of Hampton		99%	0%	0%	0%	1 70	0%	C	0.1	0.330	50000	А
258 Mercury Blvd	City of Hampton	114-7021 Big Bethel Rd 0.80 50000 G	99%	0%	0%	0%	1%	0%	F	0.088	0.533	51000	G
258 Wicreary Biva	City of Hampton		3376	0 70	——————————————————————————————————————	0 70	1 /0	0 70		0.000	0.550	31000	u
258 Mercury Blvd	City of Hampton	Aberdeen Rd 0.43 56000 G	99%	0%	0%	0%	1%	0%	F	0.084	0.503	57000	G
(258) Moroary 2.17a	Tol			0 70		0 70	1 70	070	•	0.001	0.000	0,000	ŭ
258 Mercury Blvd	City of Hampton	SR 415 Power Plant Pkw 0.39 67000 G	99%	0%	0%	0%	1%	0%	F	0.081	0.519	69000	G
238)	Tol		0070	0 70		0 70	. , 0	0,70	•	0.00.	0.0.0	00000	<u> </u>
258 134 Mercury Blvd	City of Hampton	0.36 61000 G	99%	0%	0%	0%	1%	0%	F	0.084	0.558	62000	G
(230) (134)	To	Coliseum Dr											
258 134 Mercury Blvd	City of Hampton	0.42 44000 G	99%	0%	0%	0%	1%	0%	F	0.081	0.555	45000	G
(230) (134)	To	SR 152 Cunningham Dr											
(258) (134) Mercury Blvd	City of Hampton	0.24 52000 G	99%	0%	0%	0%	1%	0%	F	0.085	0.542	53000	G
(230) (104)	То	SR 134 Armistead Ave											
258 Mercury Blvd	City of Hampton	0.63 47000 G	99%	0%	0%	0%	0%	0%	С	0.088	0.583	50000	G
,	To	Lasalle Ave			<u> </u>								
258 Mercury Blvd	City of Hampton	0.89 55000 G	99%	0%	0%	0%	0%	0%	F	0.087	0.563	58000	G
	Too	SR 278 King St											
258 Mercury Blvd	City of Hampton	1.12 27000 G	99%	1%	0%	0%	0%	0%	С	0.096	0.618	28000	G
	To	Andrews Blvd											
258 Mercury Blvd	City of Hampton	0.55 17000 G	99%	1%	0%	0%	0%	0%	F	0.099	0.590	18000	G
	To	SR 351 Pembroke Ave											
258 Mercury Blvd	City of Hampton	0.94 9200 G	98%	1%	1%	0%	0%	0%	С	0.1	0.610	9800	G
<u> </u>	To	SR 169 Mallory St			\neg \vdash								
258 Mercury Blvd	City of Hampton	0.80 1600 G	98%	1%	1%	0%	0%	0%	F	0.124	0.544	1700	G
<u> </u>	To:	SR 143 Ingalls Rd											
~~~-	From:	US 258; 1US 258-P											
258 Ramp	Southampton County	0.20 <b>NA</b>								NA		NA	
-	Econy	US 58 FROM RTE 258	447.411										
258 Ramp	Southampton County	1US 258-P C2US 258 US 58-W 0.22 <b>NA</b>	44/AU							NA		NA	
(230)	To	US 58 FROM RTE 258 & 258	BUS							, .			
	From:	US 258-W013A TO RTE 5									•		
258 258 Ramp	City of Suffolk	0.19 <b>350 G</b>								0.123		350	G
	To:	US 58 FROM RTE 258 & 1	89										

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

Route	Jurisdiction	Longth AADT OA ATiro Bug	Truck QC K QK Dir AA 2Axle 3+Axle 1Trail 2Trail Factor Factor	AWDT QW
(258)Ramp	City of Hampton (Maint: 99)	US 258 W063B 0.03 <b>NA</b> I-64-W	NA	NA
East 258 Ramp	City of Suffolk	US 258 Gap TO 0.04 <b>310 G</b> US 258-W013A TO RTE 58	0.116	310 G
East 258 Ramp	City of Hampton (Maint: 99)	US 258 TO RTE 64 0.05 NA US 258-E063B TO RTE 64 WEST	NA	NA
East 258 Ramp	City of Hampton (Maint: 99)	US 258 Mercury Blvd 0.14 <b>17000 G</b> I-64-E	0.081 1	7000 G
East 258 Ramp	City of Hampton (Maint: 99)	US 258 TO I-64 WEST 0.56 NA 64-W FROM RT 258 EAST-MERCURY BOULEV	NA	NA
West (258) (258) Ramp	City of Suffolk	US 258 US 58-W451B TO & FROM RTE 5 0.07 <b>320 G</b> US 258-E013A US 258- 13A TO RTE 58	0.134	320 G
West 258 Ramp	City of Hampton (Maint: 99)	US 258 Mercury Blvd 0.18 <b>4300 G</b> I-64-E	0.078	1300 G
West 258 Ramp	City of Hampton (Maint: 99)	US 258 Mercury Blvd 0.26 <b>7300 G</b> I-64-W	0.087 7	7300 G
258 58 Ramp	From: Southampton County To	US 58 TO RTE 258  0.14 See US 58 1  1US 258-P C2US 258 US 258-9BU	for directional traffic volume estimates for this segment.	
258 258 Ramp	City of Suffolk	US 258-W013A TO RTE 58 0.19 <b>350 G</b> US 58 FROM RTE 258 & 189	0.123	350 G
258 258 Ramp	City of Suffolk	US 258 US 58-W451B TO & FROM RTE 5 0.07 See US 258 US 258-E013A US 258- 13A TO RTE 58	for directional traffic volume estimates for this segment.	
Bus 258 Main St	Town of Smithfield (Maint: 46)	SR 10 Bypass 0.20 <b>8700 G</b> 99% 0%  Grace Street	0% 0% 0% 0% F 0.097 0.521 9	9300 G
Bus (258) Main St	Town of Smithfield (Maint: 46)		0% 0% 0% 0% F 0.104 0.503 5	5900 G
Bus (258) Main St	From	•		1200 G

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

					_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AAD</b>	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QI
Bus Bus Charrele Ct	From:	Main Str		000/	0%	00/	00/	00/	00/	F	0.000	0.500	10000	
58 (10) Church St	Town of Smithfield (Maint: 46)	0.79 <b>1200</b>		99%	0%	0%	0%	0%	0%	Г	0.099	0.568	13000	G
Bus Bus	To: From:	Red Point												
South Church St	Town of Smithfield (Maint: 46)	0.79 <b>1200</b>	0 G	99%	0%	0%	0%	0%	0%	С	0.095	0.564	13000	C
dus Bus	T _{CC} From:	Battery Parl	Road											
58 (10) South Church St	Town of Smithfield (Maint: 46)	0.85 <b>1500</b>		99%	0%	0%	0%	0%	0%	F	0.095	0.527	16000	(
	To:	SR 10 By	pass											
JS Carrelle Ct	From:	US 258 Smith I		000/	10/	10/	00/	00/	00/	_	0.074	0.500	10000	
South St	Southampton County	0.01 <b>1000</b>		98%	1%	1%	0%	0%	0%	F	0.074	0.533	10000	
us	To: From:	SCL Fran	ıklin											
South St	City of Franklin	0.28 <b>490</b> 0	) F	98%	1%	1%	0%	0%	0%	С	0.084	0.523	5300	
JS	To: From:	College I	Drive											
South St	City of Franklin	0.25 <b>690</b> 0	) F	98%	1%	1%	0%	0%	0%	F	0.086	0.517	7500	
	To	Bank Str	reet											
us 58 South St	City of Franklin	0.35 <b>610</b> 0	) F	98%	1%	1%	0%	0%	0%	F	0.086	0.509	6700	
, s	To:	Roosevelt		00,0	. , ,		0,70	0 70	0,0	•	0.000	0.000	0.00	
JS O H - O -	From:			000/	40/	40/	00/	00/	00/	F	0.000	0.540	0000	
South St	City of Franklin	0.15 <b>600</b> 0		98%	1%	1%	0%	0%	0%	г	0.082	0.512	6600	
JS	To: From:	Oak Str	eet											
South St	City of Franklin	0.16 <b>590</b> 0	) F	98%	1%	1%	0%	0%	0%	F	0.092	0.556	6400	
is	To: From:	Pretlow S	treet											
South St	City of Franklin	0.21 <b>500</b> 0	) F	98%	1%	1%	0%	0%	0%	F	0.081	0.524	5400	
<u>ے</u>	To: From:	High Str	eet											
us 58 South St	City of Franklin	0.16 <b>270</b> 0	) F	97%	0%	1%	1%	1%	0%	F	0.082	0.538	3000	
2	To:	Main St		01,70			.,.	.,.	• , •	-				
IS NACIO OL	From:	South St		070/	00/	10/	40/	40/	00/	_	0.000	0.540	0700	
Main St	City of Franklin	0.29 <b>2500</b> Second A		97%	0%	1%	1%	1%	0%	С	0.088	0.513	2700	
S	From:	Main St												
8 Second Avenue	City of Franklin	0.12 <b>440</b> 0		97%	0%	1%	1%	1%	0%	F	0.088	0.504	4800	
s Bus	To: From:	Bus US 58 Meci US 25		t										
8 (58)	City of Franklin	0.19 <b>660</b> 0		98%	1%	1%	0%	0%	0%	F	0.087	0.558	7600	
<del></del>	- To:	ECL Frai	ıklin											
us Bus	Southampton County	0.03 6600		98%	1%	1%	0%	0%	0%	F	0.087	0.558	7600	
58 (58)	Southampton County	Isle of Wight C		<i>30</i> /6	1 /0	1 /0	U /0	U /0	U /0	1	0.007	0.556	7 000	

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

					_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle				QC	Factor	QK Factor	AAWDT	Q۷
Bus Bus	Isle of Wight County	Southampton Cou		000/	10/	10/	00/	00/	00/	_	0.007	0.500	6000	_
Carrsville Hwy	Isle of Wight County	1.54 <b>6700</b> US 258 Walter	G Hww	98%	1%	1%	0%	0%	0%	F	0.087	0.506	6900	G
ALT	From:	Main St	3 II w y											
258 Grace St	Town of Smithfield (Maint: 46)		G	98%	1%	1%	0%	0%	0%	С	0.096	0.564	3700	G
230)	To	Cary St												
ALT	From:	-		000/	00/		00/	00/	201	_	0.440	0.755	2222	,
Grace St	Town of Smithfield (Maint: 46)	0.34 <b>2900</b> North Churc	G b Ct	98%	0%	1%	0%	0%	0%	С	0.113	0.755	3000	(
	From													
259)Mayland Rd	Rockingham County	US 11 Valley 2.34 <b>8100</b>		93%	1%	1%	1%	5%	0%	F	0.093	0.685	8400	(
259)	Tol				1 70	- 70	1 /0	070	070	•	0.000	0.000	0.00	`
Mayland Rd	Rockingham County	82-619 Wampler Rd; Pl 1.61 <b>8400</b>	F	93%	1%	1%	1%	5%	0%	С	0.098	0.572	8800	F
239)	Tol			00,0	. , ,		. , ,	0,0	0 70		0.000	0.0.2	0000	•
259)Mayland Rd	Town of Broadway (Maint: 82)	ECL Broads 0.45 <b>8400</b>		93%	1%	1%	1%	5%	0%	N	0.098	0.572	8800	1
239),	Tol.			00,0	. , ,		. , ,	0,0	0 70	•	0.000	0.0.2	0000	·
259) (42) W Lee St	Rockingham County	SR 42 East of Bi 0.29 <b>7200</b>		96%	1%	1%	1%	2%	0%	N	0.083	0.579	7600	1
239 (42) 11 200 01	Toolsing named and			0070	1 70		1 70	270	070	.,	0.000	0.070	7000	
259) (42) W Lee St	Town of Broadway (Maint: 82)	0.33 <b>7200</b>		96%	1%	1%	1%	2%	0%	F	0.083	0.579	7600	F
239) (42) 11 200 01	. o c. 2. eachay (a c2)			00,0	. , ,		. , 0	_,,	0 70	•	0.000	0.070	. 000	
259 Brocks Gap Rd	Town of Broadway (Maint: 82)	SR 42 BROAD 0.36 <b>8900</b>		93%	1%	1%	1%	5%	0%	F	0.086	0.654	9400	F
239) = 100110 0114 110	To:						.,,							
259 Brocks Gap Rd	Rockingham County	WCL Broad 2.92 <b>8900</b>		93%	1%	1%	1%	5%	0%	N	0.086	0.654	9400	١
239) 2.00.10 0.00 1.0	To.	82-613 E, Turley		00,0	. , ,		. , 0	0,0	0 70		0.000	0.001	0.00	
259 Brocks Gap Rd	From:  Rockingham County	3.75 <b>5400</b>		88%	1%	1%	1%	9%	0%	F	0.092	0.646	5700	F
239)	To	82-612 Hopkins					.,,		• , •					
259 Brocks Gap Rd	Rockingham County	7.35 <b>2800</b>	_	88%	1%	1%	1%	9%	0%	С	0.093	0.677	3000	F
239) = 10010 014 115	Τα:	82-820 Fitzw			.,,		.,,		• , •					
	From:	82-820 Bergto							221					
Brocks Gap Rd	Rockingham County	2.41 <b>2000</b>	F	88%	1%	1%	1%	9%	0%	F	0.09	0.61	2200	F
	From:	West Virginia St		2221	121	$\Box$				_				
Carpers Pike	Frederick County	4.99 <b>2900</b> US 50 Northwest	G	90%	1%	1%	1%	7%	0%	С	0.09	0.668	3000	G
~	From													
ALT 259) (42) S Main Street	Town of Broadway (Maint: 82)	SR 259 SOU 0.32 <b>6300</b>		96%	1%	1%	1%	2%	0%	С	0.091	0.629	6700	F
209 (42) 0 Maii 311001	To:	SR 42	•	30 /0	1 /0		1 /0	_ /0	0 /0	3	0.001	0.023	3700	
ALT	From:	SR 42 Timber												
259 Broadway Ave	Town of Broadway (Maint: 82)		F	93%	1%	1%	1%	5%	0%	F	0.089	0.541	1500	F
<u> </u>	To:	SR 259 Mayla	nd Rd											

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

						_		Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT Q	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
_	From:	Old	Greenville Rd												
Statler Blvd	City of Staunton	0.84	9300	G	99%	0%	0%	0%	0%	0%	С	0.095	0.514	9900	G
<u> </u>	To: From:	Ri	ichmond Rd												
261 Statler Blvd	City of Staunton	0.78	14000	G	98%	0%	0%	1%	0%	0%	С	0.092	0.502	15000	G
<u> </u>	To: From:	Ne	ew Hope Rd												
261 Statler Blvd	City of Staunton	0.14	15000	G	98%	0%	0%	1%	0%	0%	F	0.092	0.502	15000	G
<u>~</u>	To: From:	Co	ommerce Rd												
261)Statler Blvd	City of Staunton	0.25	11000	G	98%	0%	0%	1%	0%	0%	F	0.088	0.562	12000	G
<u> </u>	To: From:	]	Beverly St												
Statler Blvd	City of Staunton	0.20	10000	G	98%	0%	0%	1%	0%	0%	F	0.088	0.566	11000	G
	To:	(	Coalter St												
	From:		I-81 North												
262 Ramp I-81 N Exit 220 to SR 262	Augusta County	0.21		G								0.12		2500	G
<u> </u>	From:	S	SR 262 Par I-81												
262)	Augusta County	1.07		G	95%	1%	1%	1%	2%	0%	С	0.096	0.615	16000	G
262)	To		I Greenville Av												
262	Augusta County	0.94		G	95%	1%	1%	1%	2%	0%	F	0.093	0.654	16000	G
262)	To					. , .		.,,							
202	Augusta County	1.13	Old Greenville	G G	95%	1%	1%	1%	2%	0%	F	0.096	0.615	16000	G
262)	Augusta County	1.10		<u> </u>	JJ 70	1 /0	1 /0	1 /0	270	0 70	•	0.000	0.013	10000	
	Augusta County	1.87	SR 252	G	97%	1%	1%	1%	1%	0%	С	0.096	0.642	14000	G
262	Augusta County	1.07		G	9770	1 70	1 70	1 70	I 70	0%	C	0.096	0.042	14000	G
	From	1.00	SR 254		070/	10/	10/	10/	10/	00/		0.000	0.505	0500	
262	Augusta County	1.83	8000	G	97%	1%	1%	1%	1%	0%	F	0.098	0.505	8500	G
	To: From:		CL Staunton		.=-/										
262)	City of Staunton (Maint: 07)	0.58	8000	G	97%	1%	1%	1%	1%	0%	F	0.098	0.505	8500	G
	To: From:		Churchville A												
Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	2.22	8400 (	G	96%	1%	1%	1%	1%	0%	С	0.097	0.653	8900	G
<u> </u>	To: From:	07-613	3 Spring Hill R	d											
262 Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.74	10000	G	96%	0%	1%	1%	1%	0%	С	0.097	0.668	11000	G
<u> </u>	To: From:	US 11	1 Commerce Ro	d			<u> </u>								
Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.34	12000	G	96%	0%	1%	1%	1%	0%	F	0.094	0.516	13000	G
$\smile$	Τα	EC	CL Staunton												
262)Woodrow Wilson Pkwy	Augusta County	0.05		G	96%	0%	1%	1%	1%	0%	F	0.094	0.516	15000	G
<u> </u>	To		I-81												
262)Woodrow Wilson Pkwy	Augusta County	0.93		G	95%	0%	1%	1%	2%	0%	С	0.109	0.558	5500	G
202) 113331011 111111	To		itage Rd; New			0 /0		1 /0	270	0 /0	J	5.105	0.000	5550	

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

		Timilary and mitorott	210 1100100										
Route	Jurisdiction	Length AADT	QA 4Tire	e Bus	2Axle 3	Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
262)Ramp to I-81 S at Exit 225	From: Augusta County	Ramps SR 275 E005A; SI 0.21 <b>3000</b>	R 275 W005A <b>G</b>							0.099	0.887	3000	G
	To:	I-81 S			$\Box$								
	From:	Ramps SR 262 E013B; SI	R 262 W013B										
262) Ramp to I-81 N at Exit 225	Augusta County	0.23 <b>3100</b>	G							0.199	0.855	3100	G
<u> </u>	To:	I-81 N			<u> </u>								
East 262 Ramp to I-81 S at Exit 220	From:	SR 262								0.100		1000	_
262 Hamp to 1-81 S at Exit 220	Augusta County	0.18 <b>1900</b> I-81 S	G		$\overline{}$					0.126		1900	G
East	From:	SR 275 E			_								
262)Ramp toward I-81 S at Exit 225 E	Augusta County	0.06 <b>2600</b>	G							0.102		2600	G
202)	To:	Ramp SR 275											
East	From:	SR 262 Woodrow Wi	lson Pkwy										
262) Ramp toward I-81 N at Exit 225 E	Augusta County	0.02 <b>2400</b>	G							0.215		2400	G
	To:	Ramp SR 262 1	13B										
West	From:	SR 262 W, Woodrow W											
Ramp toward I-81 S at Exit 225 W	Augusta County	0.03 430	G							0.121		430	G
	10.	Ramp SR 262 1											
West	Augusta County	SR 262 Woodrow Wil 0.03 <b>690</b>	ilson Pkwy <b>G</b>							0.107		600	_
Ramp toward I-81 N at Exit 225 W	Augusta County	0.03 <b>690</b> Ramp SR 262 1			$\overline{}$					0.137		690	G
	From:	85-659 Shrine Mon			+								
263)Orkney Grade	Shenandoah County	1.75 <b>690</b>	<b>G</b> 96%	5 1%	1%	1%	1%	0%	F	0.129	0.524	630	G
200),	Tec				—				-				
263)Orkney Grade	Shenandoah County	85-717 Alum Sprii 4.74 <b>1900</b>	<b>G</b> 96%	5 1%	1%	1%	1%	0%	С	0.100	0.547	1800	G
263) 611110) 61440	To:	W SR 42	<b>G</b> 0070	170		1 70	170	070	Ū	0.100	0.017	1000	ŭ
	From:	E SR 42											
263)	Shenandoah County	1.46 <b>1900</b>	<b>A</b> 98%	6 0%	1%	0%	0%	0%	С	0.116	0.665	1900	Α
	To: From:	85-716 Graveltown			ightharpoons								
263 Orkney Grade	Shenandoah County	4.36 <b>3200</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.091	0.673	3000	G
<u> </u>	To: From:	WCL Mt. Jack	son		$\Box$ —								
(263)	Town of Mount Jackson (Maint: 85)	0.52 <b>3200</b>	<b>N</b> 98%	0%	1%	0%	0%	0%	Ν	0.091	0.673	3000	Ν
	To:	US 11											
		64-E008A(L)/IS-00264-W0	)08A(U)/TO BE	RKLE									
264 337 Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>	0 + 410 mo pm 4	161.0						NA		NA	
	10° 1SR-0	00337-P(L)/122-08592- 000		64 S	<del>_</del>								
264)Ramp	City of Norfolk (Maint: 64)	0.12 <b>NA</b>	14A TO I-64							NA		NA	
264/namp	To:	I-64-E FROM I-264 EAS	ST & WEST		$\overline{}$					IVA		INA	
	From:	I-264-E014C I-264-W01			$-\!\!\!\!+\!\!\!\!\!-$								
Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>	140 10 1-04							NA		NA	
	5, 5 5. ioin (ividiniti 6 t)	J 11/1											

5/2/2016

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

		Primary ai	iu iiileisia	ale no	uies			т				17		Div		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	· QI
	_	1					2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
ast	City of Chesapeake	(Maint: 64) 1.10	I-64; I-664	_	96%	0%	10/	10/	20/	09/	_	0.120			27000	_
64			25000	F			1%	1%	2%	0%		0.129	_	0.000	27000	-
_	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	<u> </u>	96%	0%	1%	1%	2%	0%	F	0.092	F	0.682	55000	F
ast	Tor From:	W	CL Portsmou	ıth												
64)	City of Portsmouth	(Maint: 64) 0.23	25000	F	96%	0%	1%	1%	2%	0%	F	0.129			27000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	F	96%	0%	1%	1%	2%	0%	F	0.092	F	0.682	55000	F
	To	Gr	eenwood Dri	ive												
ast	City of Portsmouth	(Maint: 64) 1.29	22000	F	96%	0%	1%	1%	2%	0%	E	0.246			25000	
64	Combined Traffic Estimates for 2 Parallel	,		G	96%	0%	1%	1%	2%	0%	' -	0.240	F	0.643	51000	(
	Combined Trainic Estimates for 2 Faraner				30 /6	0 /0	1 /0	1 /0	2/0	0 /6	'	0.1	'	0.043	31000	•
ast	To: From:	SR 2	239 Victory I	Blvd												
64)	City of Portsmouth	(Maint: 64) 1.16	22000	Α	96%	0%	1%	1%	2%	0%	С	0.143			26000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	96%	0%	1%	1%	2%	0%	С	0.106	Α	0.703	52000	
	To	SR 33	7 Portsmouth	h Blvd			$\neg$ $\vdash$									
st ALT	City of Portsmouth	(Maint: 64) 0.50	17000	F	96%	0%	1%	1%	2%	0%	F	0.136			22000	
4)(460)	Combined Traffic Estimates for 2 Parallel	•		F	96%	0%	1%	1%	2%	0%	' 	0.130	F	0.679	50000	
	Combined Traine Estimates for 21 arailer			-	30 /6	0 76	1 /6	1 /0	2/0	0 /6	'	0.00	'	0.073	30000	
st ALT	To: From:	US 1	7 Frederick	Blvd												
460	City of Portsmouth	(Maint: 64) 0.99	28000	G	96%	0%	1%	1%	2%	0%	F	0.099			30000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	61000	
	To	D	es Moines A	ve			$\neg$									
st ALT	City of Portsmouth	(Maint: 64) 0.67	26000	G	96%	0%	1%	1%	2%	0%	F	0.099			28000	
460	Combined Traffic Estimates for 2 Parallel	'		G	96%	0%	1%	1%	2%	0%	F	0.000	F	0.577	58000	
	Combined Traine Estimates for 21 drainer				30 70	0 70	1 70	1 /0	270	0 70	'	0.03	•	0.577	30000	
st ALT	To From:	•	141 Effingha	m St												
4)(460) Elizabeth Riv	ver Downtown Tunnel City of Portsmouth	•	35000	F	96%	0%	1%	1%	2%	0%	F	0.111			38000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	70000	F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	
	Tro-	7	WCL Norfoll	k			$\neg$									
st ALT	ver Downtown Tunnel City of Norfolk (N	Maint: 64) 0.55	35000	F	96%	0%	1%	1%	2%	0%	F	0.111			38000	
460 Elizabeth Riv	Combined Traffic Estimates for 2 Parallel	•		F	96%	0%	1%	1%	2%	0%	· 	0.099	Α	0.502	77000	
	Combined Traine Estimates for 21 arailer				30 /6	0 76	1 /0	1 /0	2 /0	0 /6	'	0.033	^	0.502	77000	
st ALT	To From:	•	-464, SR 33	7												
34)(460)(337)Berkle			52000	G	96%	0%	1%	1%	2%	0%	F	0.096			56000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	97000	G	96%	0%	1%	1%	2%	0%	F	0.086	Α	0.667	105000	
1	Tro-		ALT US 460	)			$\neg$ $\vdash$									
ist (207)	City of Norfolk (N	Maint: 64) 0.26	48000	N	96%	0%	1%	1%	2%	0%	N	0.096			53000	
64/(337)	Combined Traffic Estimates for 2 Parallel	•		N	96%	0%	1%	1%	2%	0%	N	0.090	F	0.646	100000	
_																

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

				mary ar	iu iiileisia		ules			Tru	ol.			K		Dir		
Route		Jurisdictio	on I	ength	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East ALT		From:		SD 3	37 Tidewate	or Dr			ZAXIE	3+Axie	TITALI	ZIIdii		racioi		Facioi		
264) (460) (337)		City of Norfolk (M	laint: 64)	0.65	48000	F	96%	0%	1%	1%	2%	0%	F	0.096			53000	F
204/(400)(337)	Combined	Traffic Estimates for 2 Parallel	,			G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.646	101000	G
	00	To:						0 70		. , 0	_,,	0,0	•	0.000	•	0.0.0		<b>.</b>
East		From:			0 Brambleto													
264)		City of Norfolk (M	,	0.81	54000	F	96%	0%	1%	1%	2%	0%	F	0.108			63000	F
$\smile$	Combined	Traffic Estimates for 2 Parallel	Roadways on this	Route:	110000	F	96%	0%	1%	1%	2%	0%	F	0.088	F	0.601	126000	F
East		To: From:		SR 40	5 Ballentine	Blvd												
264)		City of Norfolk (M	laint: 64)	2.34	53000	F	96%	0%	1%	1%	2%	0%	F	0.11			61000	F
204)	Combined	Traffic Estimates for 2 Parallel	,			F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.575	125000	F
		Tor						- , -		.,.	_,,	-,-	-		-			-
East		From:			3 Military I											_		_
264)		City of Norfolk (M	,	1.05	35000	F	98%	0%	1%	1%	1%	0%	F	0.116			41000	F
$\smile$	Combine	ed Traffic Estimates for Parallel	Roadways on this	Route:	NA									0.086	F	0.575	NA	
East		To: From:		I-64 Han	pton Roads	Beltway	y											
Virginia Beach Norfol	k Expwv	City of Norfolk (M	laint: 75)	0.74	98000	N	96%	0%	1%	1%	2%	0%	Ν	0.094			102000	Ν
204) 3		Traffic Estimates for 2 Parallel	,			N	96%	0%	1%	1%	2%	0%	Ν	0.078	F	0.559	105000	N
		То:			Virginia B				Ť	.,.	_,,	-,-			-			
East		From:			ECL Norfolk													
Virginia Beach Norfol		City of Virginia Beach	,	1.40	98000	F	96%	0%	1%	1%	2%	0%	F	0.094			102000	F
$\smile$	Combined	Traffic Estimates for 2 Parallel	Roadways on this	Route:	195000	F	97%	0%	0%	1%	1%	0%	F	0.078	F	0.559	206000	F
East		To: From:		SR 19	00 Witchduc	k Rd												
Virginia Beach Norfol	k Expwy	City of Virginia Beach	h (Maint: 75)	1.28	90000	F	96%	0%	1%	1%	2%	0%	F	0.099			96000	F
204) 0		Traffic Estimates for 2 Parallel	Roadways on this	Route:	183000	G	98%	0%	0%	0%	1%	0%	F	0.086	В	0.570	194000	G
		Too	,		Independen	aa Dlyd												
East		From:											_					_
Virginia Beach Norfol		City of Virginia Beach	,	2.34	75000	F	96%	0%	1%	1%	2%	0%	F	0.090	_		80000	F
	Combined	Traffic Estimates for 2 Parallel	Roadways on this	Route:	148000	G	97%	0%	0%	1%	1%	0%	F	0.079	F	0.547	157000	G
East		To: From:		F	Rosemont Ro	1												
Virginia Beach Norfol	k Expwy	City of Virginia Beach	h (Maint: 75)	1.84	69000	F	98%	0%	1%	0%	1%	0%	С	0.089			73000	F
		Traffic Estimates for 2 Parallel	Roadways on this	Route:	142000	F	98%	0%	1%	0%	1%	0%	С	0.082	F	0.500	149000	F
		Too	,															
ast		From:			nnhaven Pkv													
Virginia Beach Norfol		City of Virginia Beach	` '	0.54	49000	G	96%	0%	1%	1%	2%	0%	F	0.083	_		52000	G
~	Combined	Traffic Estimates for 2 Parallel	Roadways on this	Route:	114000	G	98%	0%	0%	0%	1%	0%	F	0.08	F	0.504	121000	G
East		To: From:		Ramp To	London Br	idge Rd												
Z64) Virginia Beach Norfol	k Expwy	City of Virginia Beach	h (Maint: 75)	0.63	49000	F	97%	0%	0%	2%	1%	0%	F	0.089			49000	F
207) 3		Traffic Estimates for 2 Parallel	, ,			F	98%	0%	0%	1%	0%	0%	F	0.085	F	0.527	103000	F
				US 58 V		-							-					-

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

_							_		Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:	(14 : 75)		Virginia Bea		000/	00/	101	40/	00/	00/	_	0.005			0.1.0.00	_
Virginia Beach Norfolk Exp		•	1.42	29000	G	96%	0%	1%	1%	2%	0%	F _	0.085	_		31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	66000	G	98%	0%	0%	0%	1%	0%	F	0.079	F	0.601	70000	G
East	To: From:		Fi	rst Colonial	Rd												
Virginia Beach Norfolk Exp	owy City of Virginia Beacl	h (Maint: 75)	1.36	26000	F	96%	0%	1%	1%	2%	0%	F	0.087			25000	F
\ /	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	55000	F	98%	0%	0%	0%	1%	0%	F	0.082	F	0.532	52000	F
	To			Birdneck Ro	d												
East 264) Virginia Beach Norfolk Exp	owy City of Virginia Beacl	h (Maint: 75)	0.64	10000	F	96%	0%	1%	1%	2%	0%	F	0.078			11000	F
	Combined Traffic Estimates for 2 Parallel	•			F	98%	0%	0%	0%	1%	0%	F	0.079	F	0.502	24000	F
	To:	rioddinayo on am	o mound.	Parks Ave	•	0070	0 70		0,0	. , 0	0,70	•	0.07.0	•	0.002		•
East	From:			I-264 East													
Ramp	City of Portsmouth	(Maint: 64)	0.32	2600	F								0.109			2600	F
$\overline{}$	To:		124-854	40 E, Greenv	wood Dr												
East	From:			O GREENV		R											_
Ramp	City of Portsmouth	(Maint: 64)	0.10	3200	G								0.093			3200	G
	10.		124-85	540 FROM 1	RT 264												
East	City of Portsmouth	(Moint: 64)	0.14	I-264 East <b>5700</b>	F								0.083			5700	F
Ramp	City of Folismouth	(10141111. 04)		5700 599 Cavalie									0.003			3700	'
Eggt	From:			64-E TO RT													
East (264) Ramp	City of Portsmouth	(Maint: 64)	0.14	2100	337 <b>G</b>								0.085			2100	G
204)	To:		SR 33	37 FROM R													
East	From:	I-264-E	TO ROU	ΓΕ 1700- FR	REDERIC	CK BLVD	1										
(264) Ramp	City of Portsmouth	(Maint: 64)	0.25	140	F								0.690			220	F
	To:	I-264-E00	OSB TO RO	OUTE 17 NO	ORTH-FI	REDERIC	K	-									
East 264 Ramp	City of Portsmouth	(Maint: 64)	0.03	NA									NA			NA	
204)	To:			OM ROUTE	E 264 EA	ST											
East	From:	I-264-E00	)5A TO RO	OUTE 17 NO	ORTH-FI	REDERIC	CK										
(264)Ramp	City of Portsmouth		0.02	NA									NA			NA	
$\bigcup$	To:		US 17 FRO	OM ROUTE	E 264 EAS	ST											
East	From:			O DES MO	INES AV	Έ											
Ramp	City of Portsmouth	(Maint: 64)	0.14	3000	G								0.11			3000	G
$\sim$	To:			559 FROM I													
East	City of Destance who			UTE 141-E <b>2100</b>	FFINGH <b>G</b>	AM ST							0.150			0100	0
Ramp	City of Portsmouth		0.20	OM ROUTI		ST							0.158			2100	G
Foot	From:			E 141 NORT			er.	<u>l</u>									
East (264) Ramp	City of Portsmouth		0.10	NA	H-EFFII	NODAWI	) 1						NA			NA	
207)	To:			O CRAWFO	ORD STE	REET S											

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

	i ililiary and interstate riodies			
Route		$\begin{array}{cc} K & QK & Dir \\ Factor & Factor \end{array}$	AAWDT	QW
East 264 Ramp		0.092	1500	G
East 264 Ramp	·	0.140	2700	G
East 264 Ramp	CRAWFORD STREET S	NA	NA	
East	IS-00264-W008A(R)/IS-00264- 008A(L)/TO BERKLE   From:	0.206	1400	
264 Ramp	City of Norfolk (Maint: 64) 0.21 <b>1400 F</b> To: US 460 RAMP FROM RT 264 FROM ROUTE 26  From: I-264-E TO ROUTE 405 MERRIMAC AVENUE	0.200	1400	
Ramp	City of Norfolk (Maint: 64) 0.10 <b>6400 G</b> SR 405; 122-8637 Ga	0.102	6400	G
East 264 Ramp	I-264-E013X TO RT 13 SOUTH-MILITARY HIG	0.172	3300	G
East 264 Ramp	From: I-264-E013X TO RT 13 NORTH-MILITARY HIG  City of Norfolk (Maint: 64) 0.14 6100 G  Too US 13 FROM ROUTE 364 EAST COLL RD	0.115	6100	G
East 264 Ramp	From: I-264-E BEGIN COLL RD T0 RTS 13, 64 & 403  City of Norfolk (Maint: 64) 0.11 NA	NA	NA	
East 264 Ramp		0.088	18000	G
East 264 Ramp	City of Norfolk (Maint: 64)  0.11  NA	NA	NA	
East 264 Ramp	To I-264-E013B TO RT 13 NORTH-MILITARY HWY  City of Norfolk (Maint: 64) 0.09 20000 G  To US 13-N047A FROM RT 13 NORTH-MILITARY HWY	0.09	20000	G
East 264 Collector Road at I-64	Tα I-64 Hampton Roads Beltway	0.091	28000	F
East 264 Ramp	City of Norfolk (Maint: 64)  I-264-E014A TO RT 64 EAST  O.18  NA	NA	NA	
East 264 Ramp	L-64-E284B FROM RT 64 EAST  City of Norfolk (Maint: 64)  0.21  NA	NA	NA	
East 264 Ramp	I-264-E014B TO RT 64 WEST   City of Norfolk (Maint: 64)   0.09   24000   G     I-64-W284B FROM RT 64 WEST     I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 64 WEST   I-64-W284B FROM RT 6	0.096	24000	G

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

Route	2Axie 3+Axie 1 raii 2 raii Factor	QK Dir AAWDT QW Factor
East 264 Ramp	I-64-W284B FROM RT 64 WEST   City of Norfolk (Maint: 64)   0.23   51000   G   0.082	51000 G
East 264 Ramp	City of Norfolk (Maint: 64)  0.15  NA  NA	NA
East 264 Ramp	SR 403-S000A FROM RT 403 SOUTH-NEWTOWN RD  City of Norfolk (Maint: 64) 0.21 NA NA	NA
East Ramp	I-264-E015B TO RT 403 NORTH-NEWTOWN RD     City of Norfolk (Maint: 64)   0.17   40000   F   97%   0%   0%   2%   1%   0%   F   0.078	39000 F
East 264 Ramp	I-264-E013X TO I-64 EAST   City of Norfolk (Maint: 64)   0.16   8300   G   0.137	8300 G
East 264 Ramp	I-264-E013X TO I-64 WEST	3700 G
East 264 Ramp	I-264-E TO I-64 WEST	NA
East 264 Ramp	I-264-E013X I-264-E014B TO RT 64   City of Virginia Beach (Maint: 75)   0.22   11000   G   0.098   Compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared to the compared	11000 G
East 264 Ramp	I-264-E013X	8800 G
East 264 Ramp	I-264-E015A FROM RT 264   City of Virginia Beach (Maint: 75)   0.03   NA	NA
East 264 Ramp	I-264-E TO RT 190	10000 G
East (264) Ramp	TO INDEPENDENCE BLVD-HOLLAND RD  City of Virginia Beach (Maint: 75) 0.46 21000 G 0.1  To: HOLLAND ROAD	21000 G
East (264) Ramp	I-264 East   City of Virginia Beach (Maint: 75)   0.16   12000   G   0.084	12000 G
East 264 Ramp	City of Virginia Beach (Maint: 75) 0.50 NA NA  134-8700 Bonney Rd	NA

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

			a. , a.														
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	. QN
East	From:		TO RC	DSEMONT	ROAD												
Ramp	City of Virginia Beach	n (Maint: 75)	0.24	2000	F								0.392			2000	F
<u> </u>	To:		134-13 FRO	OM ROUTE	E 254 EA	AST											
ast	From:		I-264-E TO LY	YNNHAVE	N PARK	WAY											
Ramp	City of Virginia Beach	n (Maint: 75)											0.098			11000	G
.04)	City of Virginia Beach (Maint: 75)																
ant	From:							1									_
ast 64)Ramp	City of Virginia Beach	n (Maint: 75)				WAI							0.005			4200	G
64 / Tamp	Tra	i (Mairit. 73)				CT							0.033			4200	•
			134-14 FKC		2 204 EA	131											
ast	From:	(4.1==)															_
Ramp	City of Virginia Beach	n (Maint: 75)											0.089			29000	F
<u> </u>	To:	Y 26					•										
ast	City of Virginia Boach				US VA	ВЕАСН В	L						NIA			NA	
Ramp	City of Virginia Beach	i (Mairit. 75)			264 111	nom.							INA			INA	
	144																
ast	From:				US VA	BEACH B	L										
Ramp	City of Virginia Beach	n (Maint: 75)											NA			NA	
<u> </u>	Τα		C7US 58 FR	OM ROUT	E 264 E	AST											
ast	From:		I-264-E TO	IST COLO	NIAL RO	OAD											
64)Ramp	City of Virginia Beach	n (Maint: 75)	0.20	38000	F								0.083			38000	F
	To:		134-9 I-264-E0	021B FROM	1 & TO	ROUT											
ast	From:	I-26	64-E TO 1ST C	OLONIAL	ROAD0	0- NORTH	I										
Ramp	City of Virginia Beach												0.083			5400	
.04)	To:					ROUT											
ant	From:																_
ast Pamp	City of Virginia Roach	a (Maint: 75)				ΔD							0.000			14000	(
Ramp	City of Virginia Beach	i (Mairit. 73)				ACT							0.033			14000	•
Rev	From:				MPS TO	) & FR											
Ramp	City of Norfolk (M												NA			NA	
	10.	I-	-264-E FROM I	I-64 REVER	RSIBLE	IN MED											
/est	From:		I-64														
64 Ramp	City of Chesapeake	(Maint: 64)	0.46	5800	F								0.102			5900	F
<i></i>	To:		I-264	,													
<u>/est</u>	From:			-								_					_
64)	· · · · · · · · · · · · · · · · · · ·	. ,			-							F				28000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	51000	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.598	55000	F
	To		W	CL Portsmo	uth												
est	From:	(NA - in-to- 0.4)				0001	001		401	001	001	_	0.400			00000	_
64)	· · · · · · · · · · · · · · · · · · ·											F				28000	F
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on				96%	0%	1%	1%	2%	0%	F	0.087	F	0.598	55000	F
	Τα:		Gre	eenwood Di	rive												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
Vest	From:		eenwood Drive	e												
264)	City of Portsmouth (Maint: 64	) 1.34	24000	G	96%	0%	1%	1%	2%	0%	F	0.127			26000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	45000	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.643	51000	(
West	To: From:	SR 2	239 Victory Bl	lvd												
264)	City of Portsmouth (Maint: 64	0.75	24000	Α	96%	0%	1%	1%	2%	0%	С	0.141			27000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	47000	Α	96%	0%	1%	1%	2%	0%	С	0.106	Α	0.703	52000	
	To	SR 33	7 Portsmouth 1	Blvd												
Vest ALT	City of Portsmouth (Maint: 64	) 0.84	26000	F	96%	0%	1%	1%	2%	0%	F	0.118			28000	
264 (460)	Combined Traffic Estimates for 2 Parallel Roadways	,		F	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	50000	
	To		7 Frederick Bl		00,0			. , 0		0,70	•	0.00		0.0.0		
/est_ALT	From:				000/	00/	40/	40/	00/	201	_	0.110			04000	
264 460	City of Portsmouth (Maint: 64	,	28000	F	96%	0%	1%	1%	2%	0%	-	0.118	_	0.557	31000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	57000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.557	61000	
/est_ALT	To: From:		South St													
(460)	City of Portsmouth (Maint: 64	) 1.17	28000	G	96%	0%	1%	1%	2%	0%	F	0.100			30000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	54000	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.584	58000	
/est ALT	To: From:	SR 1	41 Effingham	St			$\Box$									
64) 460 Elizabeth Riv	iver Downtown Tunnel City of Portsmouth (Maint: 64	0.45	35000	F	96%	0%	1%	1%	2%	0%	F	0.099			38000	
	Combined Traffic Estimates for 2 Parallel Roadways		70000	F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	
	To	V	VCL Norfolk				$\neg$ $\vdash$									
/est ALT	iver Downtown Tunnel City of Norfolk (Maint: 64)	0.56	35000	F	96%	0%	1%	1%	2%	0%	F	0.099			38000	
Elizabeth Riv	Combined Traffic Estimates for 2 Parallel Roadways			F	96%	0%	1%	1%	2%	0%	F	0.000	Α	0.502	77000	
	To To			•	0070	0 70		1 70	270	070		0.000	,,	0.002	77000	
/est_ALT	From		-464, SR 337	_						221	_				10000	
64 460 337 Berkle		0.78	45000	G	96%	0%	1%	1%	2%	0%	-	0.081		0.007	48000	
	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	0%	1%	1%	2%	0%	F	0.086	Α	0.667	105000	
est	To: From:	Ti	dewater Drive	•												
(337)	City of Norfolk (Maint: 64)	0.84	42000	F	96%	0%	1%	1%	2%	0%	F	0.111			47000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	90000	N	96%	0%	1%	1%	2%	0%	Ν	NA			100000	
act	To: From:	US 460, SR 16	8, SR 166 Bra	amblet	on Ave											
est 64)	City of Norfolk (Maint: 64)	0.87	57000	F	96%	0%	1%	1%	2%	0%	F	0.103			64000	
9	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	110000	F	96%	0%	1%	1%	2%	0%	F	0.088	F	0.601	126000	
	To:		05 Ballentine B	Blyd												
Vest	City of Norfolk (Maint: 64)	2.01	57000	F	96%	0%	1%	1%	2%	0%	E	0.097			64000	
264	Combined Traffic Estimates for 2 Parallel Roadways			F	96% 96%	0% 0%	1%	1%	2% 2%	0% 0%	F	0.097	F	0.575	125000	
	Combined Tranic Estimates for 2 Parallel Roadways		13 Military Hv		90%	U%	170	1 70	∠70	U%	г	0.086	Г	0.575	123000	

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

								_		Tru	ck			K		Dir		
Route		Jurisdictio	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Vest		From:			13 Military													
64)		City of Norfolk (M	,	1.08	25000	F	97%	0%	1%	1%	1%	0%	F	0.11			29000	
	Co	mbined Traffic Estimates for Parallel	Roadways on the	nis Route:	NA									0.086	F	0.575	NA	
est		To: From:		I-64 Han	npton Roads	s Beltway	y											_
64 Virginia Beach Norfol	k Expwy	City of Norfolk (M	laint: 75)	0.30	2200	F	99%	0%	0%	0%	0%	0%	F	0.085			2700	
		bined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	100000	N	96%	0%	1%	1%	2%	0%	Ν	0.078	F	0.559	105000	
		To:			L Virginia E													
est Virginia Rasah Narfal	le Evenue	City of Virginia Page	(Maint, 75)		ECL Norfol	k F	99%	00/	00/	00/	00/	00/	_	0.005			100000	
Virginia Beach Norfol		City of Virginia Beach	,	1.63	96000	=		0%	0%	0%	0%	0%	r	0.085 0.078	F	0.550	103000	
	Com	bined Traffic Estimates for 2 Parallel	Hoadways on tr				97%	0%	0%	1%	1%	0%	F	0.078	Г	0.559	206000	
st		To: From:		SR 1	90 Witchdu	ck Rd												_
Virginia Beach Norfol	k Expwy	City of Virginia Beach	n (Maint: 75)	1.21	93000	G	99%	0%	0%	0%	0%	0%	С	0.097			98000	
	Com	bined Traffic Estimates for 2 Parallel	Roadways on the	nis Route:	183000	G	98%	0%	0%	0%	1%	0%	F	0.086	В	0.570	194000	
ant .		To: From:		SR 225	Independer	nce Blvd												_
est 54)Virginia Beach Norfol	k Expwv	City of Virginia Beach	n (Maint: 75)	2.74	73000	G	99%	0%	0%	0%	0%	0%	F	0.087			77000	
		bined Traffic Estimates for 2 Parallel	,				97%	0%	0%	1%	1%	0%	F	0.079	F	0.547	157000	
		Too			Rosemont R													
est		From:	(4.4.1				2221											
Virginia Beach Norfol		City of Virginia Beach	,	1.59	73000	F	98%	0%	1%	0%	1%	0%	С	0.093	_		76000	
	Com	bined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	142000	F	98%	0%	1%	0%	1%	0%	С	0.082	F	0.500	149000	
est		To: From:		Ly	nnhaven Pk	wy												_
Virginia Beach Norfol	k Expwy	City of Virginia Beach	n (Maint: 75)	0.56	65000	F	99%	0%	0%	0%	0%	0%	F	0.077			69000	
	Com	bined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	114000	G	98%	0%	0%	0%	1%	0%	F	0.08	F	0.504	121000	
		To:			m London l													
est 34)Virginia Beach Norfol	k Evnwy	City of Virginia Beach		rom London 1 0.79	3ridge Rd N 53000	Node not	yet availal	0%	0%	0%	0%	0%	F	0.093			54000	
Virginia Beach Nonoi		bined Traffic Estimates for 2 Parallel				_	98%	0%	0%	1%	0%	0%	F	0.085	F	0.527	103000	
	COIII	onica frame Estimates for 21 araner	rioadways on ti				30 70	0 70	——————————————————————————————————————	1 /0	0 70	0 70	•	0.005	•	0.527	100000	
est		From:		US 58	Virginia Bea	ach Blvd												
Virginia Beach Norfol		City of Virginia Beach	,	1.19	38000	F	99%	0%	0%	0%	0%	0%	F	0.078			40000	
	Com	bined Traffic Estimates for 2 Parallel	Roadways on the	nis Route:	66000	G	98%	0%	0%	0%	1%	0%	F	0.079	F	0.601	70000	
est		To: From:		Fir	st Colonial	Rd												_
Virginia Beach Norfol	k Expwy	City of Virginia Beach	n (Maint: 75)	1.52	29000	F	99%	0%	0%	0%	0%	0%	F	0.079			27000	
	Com	bined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	55000	F	98%	0%	0%	0%	1%	0%	F	0.082	F	0.532	52000	
		Tœ			Birdneck Ro	d			$\neg$ $\blacksquare$									
est 64)Virginia Beach Norfol	k Evous	City of Virginia Beach	n (Maint: 75)	0.66	18000	F	99%	0%	0%	0%	0%	0%	F	0.085			13000	
64) Virginia Deach Norioi		ony or virginia beact bined Traffic Estimates for 2 Parallel				F	99% 98%	0% 0%	0% 0%	0% 0%	0% 1%	0% 0%	F	0.085	F	0.502	24000	
	COM	omed Tramic Estimates for ∠ Parallel	noauways on tr	iis noute:	Parks Ave		90%	U%	U%	U-76	1 70	U%	г	0.079	г	0.302	24000	

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

Route	Jurisdiction	Length AADI QA 411re Bus	Truck QC K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
West 264 Ramp	City of Chesapeake (Maint: 64	I-264-W TO I-664 WEST  1 0.42 <b>18000 F</b> I-664-W FROM I-264 WEST	0.129	21000 F
West Ramp	From City of Portsmouth (Maint: 64	I-264-W TO GREENWOOD DRIVE ) 0.17 <b>2300 G</b> 124-8540 FROM RT 264	0.087	2300 G
West Ramp	City of Portsmouth (Maint: 64	I-264 West ) 0.27 <b>2900 G</b> 124-8540 Greenwood Dr	0.103	2900 G
West Ramp	City of Portsmouth (Maint: 64	I-264-W TO RT 239 ) 0.20 <b>8600 G</b> SR 239 SR 239- A TO AND FROM RT	0.084	8600 G
West ALT Ramp	City of Portsmouth (Maint: 64	I-264-W TO RT 337 ) 0.37 <b>3900 G</b> SR 337 FROM RT 264	0.1	3900 G
West Ramp	From City of Portsmouth (Maint: 64	I-264-W TO ROUTE 1700- FREDERICK BLVD ) 0.25 <b>11000 G</b> US 17 FROM ROUTE 264 WEST	0.096	11000 G
West Ramp	From 1 City of Portsmouth (Maint: 64	-264-W005A TO ROUTE 17 SOUTH00- FREDRIC ) 0.04 <b>NA</b> US 17 FROM ROUTE 264 WEST	NA	NA
West Ramp	City of Portsmouth (Maint: 64	1-264-W TO RT 141-EFFINGHAM ST VIA CRAW ) 0.02 <b>21000 G</b> 1-264-W007B TO COURT ST	0.098	21000 G
West 264 Ramp	City of Portsmouth (Maint: 64	) 0.07 <b>NA</b> CRAWFORD STREET N	NA	NA
West 264 Ramp	City of Portsmouth (Maint: 64	I-264-W007A TO COURT ST  0.18 <b>NA</b> 124-8761 Court St	NA	NA
West 264 337 Ramp	City of Norfolk (Maint: 64)	I-264-W I-464-S; 464-W IN MEDIAN 0.22 <b>NA</b> I-264-E008A TO BERKLE	NA	NA
West Ramp	From IS-0 City of Norfolk (Maint: 64) To:	0264-W(B)/INSPECTION STA ROAD (RESTRICTED  0.06 NA  IS-00464-S(B)/FROM INSPECTION STATION	NA NA	NA
West Ramp From I-264 WB to City Hall Ave	City of Norfolk (Maint: 64)	I-264 WB 0.19 NA City Hall Ave WB	NA	NA
West 264 Ramp	City of Norfolk (Maint: 64)	IS-00264-W(B)/TO WATERSIDE DRIVE 0.44 NA .1SR-00337(U)/A1SR-00337-S003A(L)/Gap Terminu	NA	NA

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

		· ····································				
Route	Jurisdiction	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir AAWDT Factor	QW
West 264 Ramp	City of Norfolk (Maint: 64)	64-W TO ROUTE 460 WEST-BRAMBLETON AV 0.06 <b>6200 G</b>		0.119	6200	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011C TO CLAIBORNE AVENUE  0.09 NA  US 460 FROM ROUTE 264 WEST		NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64)	64-W TO ROUTE 460 EAST-BRAMBLETON AV 0.12 9400 G US 460 FROM ROUTE 264 WEST		0.081	9400	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011A TO CLAIBORNE AVENUE  0.07 NA  CLAIBORNE AVENUE		NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64)	-264-W TO ROUTE 405-MERRIMAC AVENUE  0.15 5600 G  SR 405 TO & FROM ROUTE		0.076	5600	G
West 264 Ramp	City of Norfolk (Maint: 64)	264-W013X TO RT 13 SOUTH-MILITARY HIG 0.12 6500 G US 13 FROM ROUTE 264 WEST COLL RD		0.102	6500	G
West 264 Ramp	City of Norfolk (Maint: 64)	0.15 <b>9200 G</b> US 13 FROM ROUTE 264 WEST COLL RD		0.078	9200	G
West 264 Ramp	City of Norfolk (Maint: 64)	1-264-W RAMPS TO & FROM 64 H.O.V.IN ME 0.06 <b>2000 F</b> I-264-R I-264-R000A RAMPS TO & FR		0.266	2600	F
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.09 <b>47000 G</b> 99% 0% SR 403 N000B		F 0.076	50000	G
West 264 Ramp	City of Norfolk (Maint: 64)	1-64-W284A FROM RT 64 WEST 0.27 NA 403-S000B FROM RT 403 SOUTH-NEWTOWN R		NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64)	0.45 <b>67000 G</b> I-264-W014C TO RT 64 WEST		0.079	67000	G
West 264 Ramp	City of Norfolk (Maint: 64)	0.14 <b>NA</b>		NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64)	1-64-W284A FROM RT 64 WEST  0.17 <b>37000 G</b>		0.092	37000	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W014B TO RT 64 EAST  0.13 NA  I-64-E284A FROM RT 64 EAST		NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64)	0.42 <b>40000 G</b> 264-W013B O ROUTE 13 NORTH00- MILITARY		0.083	40000	G

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

		T TITTIALY AND THEOLOG	tate Houtes					
Route	Jurisdiction	-	QA 4Tire Bus		ruck e 1Trail 2Trail	QC K Factor QK	Dir Factor AAWDT	QW
West 264 Ramp	City of Norfolk (Maint: 64)	264-W013B O ROUTE 13 NO 0.08 <b>NA</b>				NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64)	S 13-N047B FROM ROUTE I 0.11 <b>33000</b>	G			0.089	33000	G
West 264 Ramp	City of Norfolk (Maint: 64)	-264-W013A TO RT 13 SOUT 0.09 <b>NA</b>				NA	NA	
West 264 Ramp	City of Norfolk (Maint: 64)	13-S047B FROM ROUTE 1 0.16 <b>32000</b> I-264-W END COLL RD FRO	G	<del>_</del>		0.079	32000	G
West Ramp	City of Norfolk (Maint: 64)	I-264-W TO I-64 0.24 <b>18000</b> I-264-E014A I-264- I-	G			0.096	18000	G
West Ramp	City of Norfolk (Maint: 64)	I-264-W013X TO I- 0.18 <b>10000</b> I-64-E FROM I-264	-64 EAST <b>G</b>			0.148	10000	G
West Ramp	City of Norfolk (Maint: 64)	I-264 W CD Road a 0.08 NA Ramp to I-64	at Exit 14			NA	NA	
West Ramp	From:  City of Virginia Beach (Maint: 75	I-264 Collector	or Rd <b>G</b> 99% 0%	0% 0%	0% 0%	F 0.103	320	G
West 264 Ramp	City of Virginia Beach (Maint: 75	I-264-W TO RT 5) 0.13 <b>6900</b> SR 190 FROM	G			0.090	6900	G
West Ramp	City of Virginia Beach (Maint: 75	I-264-W TO HOLLA	ND ROAD <b>G</b>			0.118	5500	G
West 264 Ramp	City of Virginia Beach (Maint: 75	I-264-W TO R7	T 225			0.423	2100	F
West 264 Ramp	City of Virginia Beach (Maint: 75	I-264-W TO ROSEMO	ONT ROAD <b>G</b>			0.088	9300	G
West Ramp	City of Virginia Beach (Maint: 75	I-264-W TO LYNNHAVE	EN PARKWAY <b>G</b>	<del></del>		0.101	6500	G
West 264 Ramp	City of Virginia Beach (Maint: 75	I-264-W TO LYNNHAVE				0.109	3600	G

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

Davita	l			- 04	4T:	Dua		Tru	ck		00	K	OK	Dir	4 4 14/DT	
Route	Jurisdictio	n Len	gth <b>AAD</b> 1	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	<u></u>
st	From:		TO 1ST COI		OAD											
Ramp	City of Virginia Beach	, ,										0.085			3600	
	10.		4-9 FROM &													_
ast 67)Dulles Greenway	Town of Leesburg (N		S 15 Leesbur 9 <b>1400</b> 0		98%	0%	0%	0%	0%	0%	_	0.175			15000	
67 Dulles Greenway	Combined Traffic Estimates for 2 Parallel			-	98%	0%	1%	0%	1%	0%		0.173	F	0.861	29000	
	Combined Trainic Estimates for 2 Faraner	noduways on this not			90%	076	1 70	076	1 70	0%	Г	0.100	Г	0.001	29000	
ast	To: From:		SCL Leesl	ourg												_
₆₇ )Dulles Greenway	Loudoun County (N	•			98%	0%	0%	0%	0%	0%	F	0.175			15000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>2700</b> 0	) G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	29000	
	To: From:		Battlefield l	Pkwy			<u> </u>									
ast 67)Dulles Greenway	Loudoun County (N	faint: TOL) 2.0	8 <b>1500</b> 0	) G	98%	0%	0%	0%	0%	0%	F	0.182			16000	
67) 24	Combined Traffic Estimates for 2 Parallel	,		-	98%	0%	1%	0%	1%	0%	F.	0.102	F	0.885	31000	
	Technology Technology				0070	0,0		0,0	. , 0	0,0	•	002	•	0.000	0.000	
ast	From:		3-653 Shreve													
Dulles Greenway	Loudoun County (N	,		-	98%	0%	0%	0%	0%	0%	F	0.184			16000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>3100</b> 0	) G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.846	33000	
ast	To: From:	53	659 Belmont	Ridge Rd												_
67 Dulles Greenway	Loudoun County (N	faint: TOL) 1.0	6 <b>1600</b> 0	) G	98%	0%	0%	0%	0%	0%	F	0.184			19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>3200</b> 0	) G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.861	38000	
	To	5	3-901 Claibor	ne Pkwy												
ast Craenway	From: Loudoun County (M				000/	0%	00/	00/	00/	00/	_	0.104			22000	
Dulles Greenway	Combined Traffic Estimates for 2 Parallel	,		-	98% 98%	0%	0% 1%	0% 0%	0% 1%	0% 0%		0.184 0.111	_	0.85	22000 43000	
	Combined Trainic Estimates for 2 Parallel					0%	1%	0%	170	0%	Г	0.111	Г	0.85	43000	
ast	To: From:	53-7	72 Ashburn V	illage Blv	d											_
67) Dulles Greenway	Loudoun County (N	,		-	98%	0%	0%	0%	0%	0%	F	0.211			24000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>4100</b> 0	) G	98%	0%	1%	0%	1%	0%	F	0.115	F	0.873	49000	
	To: From:	53-19	50 Loudoun (	County Pk	wy		<u> </u>									
ast 67 Dulles Greenway	Loudoun County (N	faint: TOL) 1.0	8 <b>2300</b> 0	) G	98%	0%	0%	0%	0%	0%	F	0.213			28000	
67) Ballos Groomia,	Combined Traffic Estimates for 2 Parallel	•		-	98%	0%	1%	0%	1%	0%	F	0.117	F	0.911	54000	
	Tel					0,0		0,0	. , 0	0,0	•	01.1.7	•	0.0	0.000	
ast	From:		53-606 Old													
Dulles Greenway	Loudoun County (N	,		-	98%	0%	0%	0%	0%	0%	F	0.202	_		26000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>4400</b> 0	) G	98%	0%	1%	0%	1%	0%	F	0.121	F	0.871	52000	
ast	To: From:		SR 28 Sull	y Rd												_
67)Dulles Toll Rd	Loudoun County (I	Maint: 29) 1.2	3 40000	) F	98%	0%	0%	0%	0%	0%	F	0.127			47000	
<del>'</del>	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>7900</b> 0	) F	98%	0%	1%	0%	1%	0%	F	0.093	F	0.691	94000	
	To:	,	Fairfax Coun													

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

_								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
ast	From:	Loud	oun County	Line												
67 Dulles Toll Rd	Fairfax County	0.94	40000	F	98%	0%	0%	0%	0%	0%	F	0.127			47000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	79000	F	98%	0%	1%	0%	1%	0%	F	0.093	F	0.691	94000	
ast	To: From:	29-65	7 Centreville	e Rd			$\Box$ $\vdash$									
67) Dulles Toll Rd	Fairfax County	1.36	45000	F	98%	0%	0%	0%	0%	0%	F	0.121			54000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	92000	F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.642	109000	
	To: From:	W	CL Herndor	n			_									
ost Dulles Toll Rd	Town of Herndon (Mair	nt: 29) 0.37	45000	F	98%	0%	0%	0%	0%	0%	F	0.121			54000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Combined Traffic Estimates for 2 Parallel Roa	,		F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.642	109000	
	Τα	29-7100 Fairfax (	County Pkwy	v: ECL	Herndon											
st 7)Dulles Toll Rd	Fairfax County	0.97	47000	F	98%	0%	0%	0%	0%	0%	F	0.121			56000	
57 Builes Toll Tid	Combined Traffic Estimates for 2 Parallel Roa			F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.642	114000	
	To		02 Reston Pl		00,0			0,0	. , 0	0,70	•	0.00	•	0.0.2		
nst Dulles Tell Dd	From:				000/	00/		00/	00/	00/	_	0.117			00000	
Dulles Toll Rd	Fairfax County Combined Traffic Estimates for 2 Parallel Roa	1.04	51000	F	98%	0% 0%	0%	0% 0%	0% 1%	0% 0%	F	0.117 0.097	_	0.551	60000	
	Combined Traffic Estimates for 2 Parallel Roa			•	98%	0%	1%	0%	1%	0%	г	0.097	Г	0.551	122000	
st	To: From:		328 Wiehle A													
Dulles Toll Rd	Fairfax County	1.88	51000	F	98%	0%	0%	0%	0%	0%	F	0.114			60000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	102000	F	98%	0%	1%	0%	1%	0%	F	0.097	F	0.551	121000	
st	To: From:	29-67	4 Hunter Mi	ll Rd												
Dulles Toll Rd	Fairfax County	3.41	51000	F	98%	0%	0%	0%	0%	0%	С	0.119			64000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	104000	F	98%	0%	1%	0%	1%	0%	С	0.091	F	0.607	130000	
st	To: From:	SR 7	7 Leesburg P	ike												
Dulles Toll Rd	Fairfax County	0.63	49000	F	98%	0%	0%	0%	0%	0%	F	0.11			58000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	95000	F	98%	0%	1%	0%	1%	0%	F	0.097	F	0.585	113000	
not .	To From:	29-684	International	l Drive			⊒⊢									
ast 67)Dulles Toll Rd	Fairfax County	1.60	46000	F	98%	0%	0%	0%	0%	0%	F	0.094			54000	
3/)	Combined Traffic Estimates for 2 Parallel Roa			F	98%	0%	1%	0%	1%	0%	F	0.085	F	0.569	122000	
	To		Capital Belt	tway												
st ₇₇ )Dulles Toll Rd Connector	Fairfax County		•	F	98%	0%	0%	0%	0%	0%	_	0.094			30000	
S/ Dulles Toll No Collifector	Combined Traffic Estimates for 2 Parallel Roa	0.26	25000 47000	F	98% 98%	0% 0%	0% 1%	0% 0%	0% 1%	0% 0%	F	0.094	F	0.516	56000	
	F				JU /0	0 /0	1 /0	U /0	1 /0	U /0	1	0.030	'	0.510	30000	
ast	Front		3 Chain Brid								_					
Dulles Toll Rd Connector	Fairfax County Combined Traffic Estimates for 2 Parallel Roa	2.46	24000 48000	F F	98% 98%	0% 0%	0% 1%	0% 0%	0% 1%	0%	F F	0.083 0.087	F		29000	
										0%				0.605	57000	

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

Route	Jurisdictio	n Len	gth <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q۷
East	From:		RT 49500- CA		BELTWAY	Y						0.110			15000	G
267)Ramp	Fairfax Cou	-7	95-S From RT	G 267 Fast			$\overline{}$					0.116			15000	G
East	From:	SR 267-E026A				R										
267)Ramp	Fairfax Cou			G	CHITTH	_ <u>_</u>						0.103			22000	C
	To:	I-4	95-N From RT	267 East	t											
ast	From:	SR 267-E TO WI		HURCH	STATION	-BU										
267)Ramp	Fairfax Cou	,										NA			NA	
	10.		W000A FROM		RT 267		_									
<u>/est</u> 67 Dulles Greenway	Town of Leesburg (N		S 15 Leesburg 8 <b>13000</b>	Bypass <b>G</b>	98%	0%	1%	0%	1%	0%	F	0.161			14000	(
67 Ballos Greenway	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	29000	
	To.	. roudinayo on tino mo	SCL Leesb		0070	0,0		0 70	. , 0	0,70	•	000	•	0.00		
Pulles Creenway	From:	laint: TOL)			000/	00/	10/	00/	10/	00/	_	0.161			14000	
Dulles Greenway	Loudoun County (M Combined Traffic Estimates for 2 Parallel	,		G G	98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F	0.161 0.100	F	0.861	29000	(
	Combined Traine Estimates for 21 drainer	Tioadways off this flot			30 /6	0 76	1 /0	0 /6	1 /0	0 /6	•	0.100	'	0.001	23000	
<u>/est</u>	From:		Battlefield P													
Dulles Greenway	Loudoun County (M	,		G	98%	0%	1%	0%	1%	0%	F	0.174	_		16000	
	Combined Traffic Estimates for 2 Parallel			G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.885	31000	•
/est	To: From:	5	3-653 Shreve l	Mill Rd												
Dulles Greenway	Loudoun County (M	,		G	98%	0%	1%	0%	1%	0%	F	0.182			16000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ite: <b>31000</b>	G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.846	33000	(
/est	To: From:	53	-659 Belmont l	Ridge Rd												
Dulles Greenway	Loudoun County (M	laint: TOL) 0.8	37 <b>16000</b>	G	98%	0%	1%	0%	1%	0%	F	0.183			19000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ite: <b>32000</b>	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.861	38000	(
/est	To: From:	5	3-901 Claiborn	e Pkwy												
Dulles Greenway	Loudoun County (M	laint: TOL) 1.8	32 <b>18000</b>	G	98%	0%	1%	0%	1%	0%	F	0.196			21000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ite: <b>36000</b>	G	98%	0%	1%	0%	1%	0%	F	0.111	F	0.85	43000	(
	To:	53-7	72 Ashburn V	illage Blv	vd		$\neg$ $\vdash$									
lest 167 Dulles Greenway	Loudoun County (M	laint: TOL) 1.3	32 <b>20000</b>	G	98%	0%	1%	0%	1%	0%	F	0.2			24000	
267 Banos arconnay	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	1%	0%	1%	0%	F	0.115	F	0.873	49000	
	To		50 Loudoun C	ounty Pk	WW											
est Dulles Creenway	From:				98%	00/	10/	00/	10/	00/	F	0.004			07000	
Dulles Greenway	Loudoun County (M Combined Traffic Estimates for 2 Parallel	,		G G	98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F	0.204 0.117	F	0.911	27000 54000	
		i toduwaya on tilia not			JU /0	0 /0	1 /0	U /0	1 /0	U /0	1	0.117	1	0.311	54000	
/est	From:		53-606 Old O													
Dulles Greenway	Loudoun County (M	,		G	98%	0%	1%	0%	1%	0%	F	0.211	_		26000	(
_	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ite: 44000	G	98%	0%	1%	0%	1%	0%	F	0.121	F	0.871	52000	(

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
West	From:	SR 28 Sul	ly Rd												
267 Dulles Toll Rd	Loudoun County (Maint: 29)	1.24 <b>4000</b>	0 F	98%	0%	1%	0%	1%	0%	F	0.135			47000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 7900	0 F	98%	0%	1%	0%	1%	0%	F	0.093	F	0.691	94000	F
	To:	Fairfax Cou													
Vest	From:	Loudoun Cou 1.29 <b>4000</b>		98%	00/	 1%	0%	10/	00/	_	0.135			47000	
Dulles Toll Rd	Fairfax County		-		0%			1%	0%	F	0.135	F	0.001		r F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 7900	U F	98%	0%	1%	0%	1%	0%	г	0.093	Г	0.691	94000	ı
Vest	To: From:	29-657 Centr	eville Rd												
Dulles Toll Rd	Fairfax County	1.44 <b>4600</b>	0 F	98%	0%	1%	0%	1%	0%	F	0.12			55000	I
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 9200	0 F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.642	109000	- 1
	To	WCL Her	ndon			$\neg$ $\vdash$									
Vest 267 Dulles Toll Rd	Town of Herndon (Maint: 29)	0.37 4600	0 F	98%	0%	1%	0%	1%	0%	F	0.12			55000	
267 Builes Toll Tid	Combined Traffic Estimates for 2 Parallel Roadways o		-	98%	0%	1%	0%	1%	0%	F	0.094	F	0.642	109000	
	Combined Traine Estimates for 21 araner roadways o		•	30 /6	0 76	1 /0	0 /6	1 /0	0 /6	'	0.034	'	0.042	103000	
Vest	From:	ECL Her	ndon												
267) Dulles Toll Rd	Fairfax County	0.30 <b>4600</b>		98%	0%	1%	0%	1%	0%	F	0.12			55000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 9200	0 F	98%	0%	1%	0%	1%	0%	F	NA			109000	
last	T.c. From:	29-7100 Fairfax (	County Pkw	/y											
<u>Vest</u> 267 Dulles Toll Rd	Fairfax County	0.62 <b>4900</b>	0 F	98%	0%	1%	0%	1%	0%	F	0.12			58000	
201) = 2	Combined Traffic Estimates for 2 Parallel Roadways o		-	98%	0%	1%	0%	1%	0%	F	0.094	F	0.642	114000	
	Tod						-,-	.,.		•		•			
Vest	From:	29-602 Resto													
Dulles Toll Rd	Fairfax County	1.03 <b>5200</b>	-	98%	0%	1%	0%	1%	0%	F	0.108			62000	ı
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: <b>1030</b> 0	00 F	98%	0%	1%	0%	1%	0%	F	0.097	F	0.551	122000	
Vest	To: From:	29-828 Wie	hle Ave												
Dulles Toll Rd	Fairfax County	1.84 <b>5100</b>	0 F	98%	0%	1%	0%	1%	0%	F	0.108			61000	
-01)	Combined Traffic Estimates for 2 Parallel Roadways o	on this Route: 1020	00 F	98%	0%	1%	0%	1%	0%	F	0.097	F	0.551	121000	
	To	29-674 Hunte	r Mill Dd												
Vest	From:									_				.=	
Dulles Toll Rd	Fairfax County	3.47 <b>5200</b>	-	98%	0%	1%	0%	1%	0%	С	0.107	_		65000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: <b>1040</b> 0	00 F	98%	0%	1%	0%	1%	0%	С	0.091	F	0.607	130000	
/est	To: From:	SR 7 Leesbu	ırg Pike												
267 Dulles Toll Rd	Fairfax County	1.11 4600	0 F	98%	0%	1%	0%	1%	0%	F	0.107			55000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 9500	0 F	98%	0%	1%	0%	1%	0%	F	0.097	F	0.585	113000	
	То	29-684 Internat													
	From:	47-004 michial	ionai DHVC												
<u>Vest</u>	F : ( O :	4 40		000/											
Nest 267 Dulles Toll Rd	Fairfax County Combined Traffic Estimates for 2 Parallel Roadways o	1.16 <b>5700</b>		98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F -	0.094 0.085	F	0.569	68000 122000	1

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Lengtl	n <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
Vest	From:		95 Capital B													
267 Dulles Toll Rd Connector	Fairfax Cou	•	22000		98%	0%	1%	0%	1%	0%	F	0.109			26000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 47000	F	98%	0%	1%	0%	1%	0%	F	0.098	F	0.516	56000	F
M+	To: From:	SR 1	23 Chain Br	ridge Rd												
Vest 267 Dulles Toll Rd Connector	Fairfax Cou	nty 2.40	24000	F	98%	0%	1%	0%	1%	0%	F	0.113			28000	F
	Combined Traffic Estimates for 2 Parallel	,			98%	0%	1%	0%	1%	0%	F	0.087	F	0.605	57000	F
	To:	Todaways on this Houte	I-66		30 /6	0 70		0 70	1 /0	0 70	•	0.007	•	0.003	37000	
Vest	From:		SR 267 We	est			i									
Ramp	Fairfax Cou	nty 0.22		F								0.126			5900	
01)	To:	•	I-495 Nort	th												
	From:	I-(	54, US 60; S	SR 42												
69) (42) Longdale Furnace R	d Alleghany Co			G	96%	0%	1%	0%	2%	0%	С	0.095		0.505	1200	
	To:	03-632	Longdale F	Furnace Ro	d											
	From:		2 Golf Cour								_					
Longdale Furnace Rd	Alleghany Co	unty 6.62		G	96%	0%	1%	0%	2%	0%	F	0.111		0.62	550	•
	10.		I-64, US 6													
	From:		269 TO I-64									0.044			00	
69)Ramp	Alleghany Co		90	G								0.211			90	
		TOTETRO														
Romn	Allaghany Co	SR 269 I-64- unty 0.32			O IS 64							0.127			100	
Ramp	Alleghany Co	I-64-W FRC		G WEST &	EAST							0.127			100	•
	Fron	1-04-W TRC			LASI											
270 Bull Run Rd	Town of Saint Paul	(Maint: 97) 0.26	US 58 Bu 3500	F	98%	1%	1%	0%	0%	0%	С	0.089		0.537	3700	
270) Buil Fluir Flu	To:	(Wallit. 57) 0.20	SR 63		30 76	1 /0	170	0 70	0 70	0 70	O	0.003		0.557	3700	
	From:	TIC ?	250 Broad St	traat Dd												
Pouncey Tract Rd	Henrico Cou		13000		98%	1%	1%	1%	0%	0%	С	0.101		0.644	14000	
11)	Tol								• , •		_					
Pouncey Tract Rd	From Henrico Cou	inty 1.19	Nuckols R 6300	G G	95%	0%	1%	3%	1%	0%	F	0.099		0.54	6700	
71 Founcey Hact Nu	Talline Cou	,	chland Cour		33 /6	0 /6	1 /0	3 /0	1 /0	0 /6	•	0.055		0.54	0700	
	From:		nrico County													
Pouncey Tract Rd	Goochland Co	ounty 0.53	5700	F	95%	0%	1%	3%	1%	0%	С	0.100		0.558	5900	
	To:		nover Count													
Davis and Did	From:		chland Cour		050/	00/	10/	00/	40/	00/	_	0.004		0.000	0400	
Pouncey Tract Rd	Hanover Cou	,	2000 Rockville R	G	95%	0%	1%	3%	1%	0%	F	0.094		0.602	2100	•
	From:	42-022		Ku; mili D	I											
South Quay Rd	l	olk 1.24	SR 189 <b>1500</b>	G	95%	0%	1%	3%	1%	0%	С	0.108		0.783	1600	
2/2 South Quay nu	City of Suffo		58 South Qu		95%	U 7/0	1 70	3%	I 70	U 7/0	C	0.108		0.763	1000	
	-															
	From:		30 New Ker								_					
Farmers Dr	New Kent Co	unty 5.33	4700	G	99%	0%	0%	0%	0%	0%	С	0.106		0.738	4900	(

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

						Tri	uck			K	Dir Dir		
Route	Jurisdiction	Length AADT	<b>QA</b> 4Tir	e Bu	S	le 3+Axle			QC	Factor	QK Factor	AAWDT	Q١
	From:	US 58 Grayson Pky	wv		1		TTTQII	Ziiaii		1 40101	1 40101		
Riverside Dr	Grayson County	7.36 <b>820</b>	<b>G</b> 94%	6 2%	6 3%	s 1%	1%	0%	С	0.129	0.75	870	(
274)	To:	SR 94 Scenic Rd; River											
	From:	SR 256 Weyers Cave			i								_
276)Keezletown Rd	Augusta County	1.77 <b>3900</b>	<b>G</b> 96%	6 1%	6 1%	s 1%	1%	0%	С	0.103	0.507	4100	
276)1100210101111110	To:	Rockingham County	-	17.			1 70	0 70	Ŭ	0.100	0.007	1100	
	From:	Augusta County Li			1								
276)Cross Keys Rd	Rockingham County	3.04 <b>4000</b>	<b>F</b> 97%	6 1%	6 1%	1%	1%	0%	С	0.116	0.512	4200	
	To	82-682 Friedens Ch	D.1										
276 Cross Keys Rd	Rockingham County	2.42 <b>5400</b>	<b>F</b> 97%	6 1%	6 1%	s 1%	1%	0%	С	0.109	0.530	5700	
2/6 Oloss Neys Hu	Hockingham County	2.42 3400	F 31/	5 17	0 1/	0 1/0	1 /0	0 /6	O	0.103	0.550	3700	
	To: From:	SR 253 Port Republic											_
Cross Keys Rd	Rockingham County	1.36 <b>6300</b>	<b>F</b> 97%	6 1%	6 1%	1%	1%	0%	F	0.104	0.519	6800	
$\smile$	To	82-689 Shen Lake	Dr										
276)Cross Keys Rd	Rockingham County	0.84 <b>6300</b>	N 97%	6 1%	6 1%	1%	1%	0%	Ν	0.104	0.519	6800	
,	To:	US 33 Spotswood T	rail										
	From:	US 11 Main Stree			1								_
277) Fairfax Pike	Town of Stephens City (Maint: 34)	0.15 <b>9800</b>	<b>G</b> 96%	6 0%	6 1%	s 1%	3%	0%	F	0.088	0.513	10000	
277)1 amax 1 inc		0.10 3000	<b>u</b> 307	0 7	0 17	0 170	3 70	0 70		0.000	0.515	10000	
	To: From:	ECL Stephens Cit	•										_
Fairfax Pike	Frederick County	0.08 <b>9800</b>	N 96%	6 0%	6 1%	s 1%	3%	0%	N	0.088	0.513	10000	
<u> </u>	To	I-81											
277) Fairfax Pike	Frederick County	1.76 <b>14000</b>	<b>G</b> 94%	6 1%	6 1%	1%	3%	0%	С	0.098	0.541	15000	
	To	34-726 Lakeview Ci	inala.										
277) Fairfax Pike	Frederick County	2.73 <b>8400</b>	<b>G</b> 94%	6 1%	6 1%	s 1%	3%	0%	F	0.094	0.654	8900	
2// I dillax I ike	To:	US 522 Front Royal		5 1/0	0 1/	0 1/0	3 /6	0 /6	•	0.034	0.034	0300	
	L	-	I IKC										_
D-111 to 1 04 0 at First 007	From:	SR 277								0.000		0000	
277) Ramp to I-81 S at Exit 307	Frederick County	0.24 <b>3200</b>	G							0.086		3200	
<u> </u>	10.	I-81 S			L								
	From:	SR 277											
₂₇₇ )Ramp to I-81 N at Exit 307	Frederick County	0.18 <b>5700</b>	G							0.101		5700	
<u> </u>	To:	I-81 N											
	From:	US 258 Mercury Bl	lvd										
King Street North	City of Hampton	0.10 <b>19000</b>	<b>G</b> 100°	% 0%	6 0%	0%	0%	0%	F	0.095	0.605	21000	
$\mathcal{L}$	To	114-7047 Old Fox Hi	11 D.A										
278)King St	City of Hampton	0.85 <b>15000</b>	<b>G</b> 100°	% 0%	6 0%	6 0%	0%	0%	F	0.094	0.576	16000	
278) King St	City of Hampton	0.00 13000	<b>u</b> 100	70 07	0 07	0 70	0 70	0 70		0.054	0.570	10000	
	To: From:	Lamington Rd											
₂₇₈ )King St	City of Hampton	0.69 <b>6900</b>	<b>G</b> 100°	% 0%	6 0%	6 0%	0%	0%	С	0.107	0.821	7400	
$\underline{\hspace{0.1cm}}$	To	Langley Air Force B	Base										
	From:	US 58 Va Beach Bl	lvd										
279)Great Neck Rd	City of Virginia Beach	2.35 <b>29000</b>	<b>F</b> 99%	6 0%	6 0%	0%	0%	0%	F	0.091	0.544	32000	
	To:	First Colonial Rd	1										

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

Б	1			4.77	-		Tru	ck		-00	K	Dir	AAMADT	
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle 3				QC	Factor	QK Factor	AAWDT	QI
	From:		olonial Rd											
Great Neck Rd	City of Virginia Beach	0.99 <b>3</b> 3	3000 G	99%	0%	0%	0%	0%	0%	F	0.084	0.553	36000	G
<u> </u>	To: Group:	Shore	haven Dr			$\neg$ $\vdash$								
Great Neck Rd	City of Virginia Beach		0000 F	99%	0%	0%	0%	0%	0%	С	0.089	0.502	33000	F
	To	Adom l	Keeling Rd											
₂₇₉ )N Great Neck Rd	City of Virginia Beach		6000 F	99%	0%	0%	0%	0%	0%	С	0.096	0.530	28000	F
279)11 Grout 1100K 110	To:		Shore Dr	0070	070		0 70	0 70	070	Ū	0.000	0.000	20000	
	From:													
204	Henrico County		ahontass Pkwy 8800 G	90%	1%	1%	2%	6%	0%	С	0.092	0.526	4000	(
281)	To:		harles City Rd	30 /6	1 /0	1 /0	2 /0	0 /6	0 /6	O	0.032	0.520	4000	•
	From:													
Tueil of the Leavenne Dine			US 23	000/	00/		00/	00/	00/	_	0.00	0.500	11000	
Trail of the Lonesome Pine	City of Norton (Maint: 97)		1000 F	99%	0%	0%	0%	0%	0%	С	0.09	0.502	11000	F
	10.	Alt US	58; US 23											
	From:		po Rd; SR 285											
Tinkling Spring Rd	Augusta County	0.31 12	2000 N	97%	0%	1%	1%	1%	0%	N	0.088	0.512	12000	I
<u> </u>	To: From:		I-64			_								
Tinkling Spring Rd	Augusta County	1.54 <b>1</b> 7	7000 G	97%	0%	1%	1%	1%	0%	С	0.087	0.59	18000	(
	To:	US 250 Jo	efferson Hwy											
	From:	I-64-E091A F	ROM & TO IS	64										
285)Ramp	Augusta County		8000 G	94%	0%	1%	1%	3%	1%	С	0.09		3000	(
1	To:	I-64-E FROM RT 6	508SOUTH & N	ORTH										
	From:	I_64_W091 A F	ROM & TO IS	64										
285)Ramp	Augusta County		200 G	94%	0%	1%	1%	3%	1%	С	0.106		5200	(
285/11411119	To:	I-64-W FROM RT			0 70		1 /0	0 70	1 /0	•	0.100		0200	`
	From:			,011111										
Foirfox County Plans	Fairfax County		ehmond Hwy 9000 G	97%	1%	1%	1%	1%	0%	F	0.103	0.531	21000	(
Pairfax County Pkwy	r amax County	0.49 1	9000 G	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.103	0.551	21000	•
	To: From:		Backlick Rd											
Pairfax County Pkwy	Fairfax County	1.43 <b>2</b>	1000 A	97%	1%	1%	1%	1%	0%	С	0.103	0.531	25000	ŀ
<u> </u>	To: Geom	29-611 T	Telegraph Rd			<b>—</b>								
286) Fairfax County Pkwy	Fairfax County		0000 F	97%	1%	1%	1%	1%	0%	F	0.087	0.641	46000	-
	To:	I-95; 29-7	790 Alban Rd											
	From:	29-7900 Francoi	nia Springfeld P	kwy										
286) Fairfax County Pkwy	Fairfax County	1.30 <b>5</b> 2	2000 G	99%	0%	0%	0%	0%	0%	F	0.091	0.755	58000	(
	Tα	29-640 Sv	denstricker Rd											
286 Fairfax County Pkwy	Fairfax County		2000 F	97%	1%	1%	1%	1%	0%	F	0.093	0.73	56000	
,	See Non-Inventoried							.,.		-				
	To:		Hooes Rd	mooning	downst	104111 300								
	From:		23 Ox Rd			1								
286) Fairfax County Pkwy	Fairfax County		1000 F	97%	1%	1%	1%	1%	0%	F	0.082	0.527	67000	ı
	See Non-Inventorie			missino	a upstre	eam secti								
			ke Centre Pkwy	501116	, 200110	50011								

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK F	actor	AAWDT	QW
	From:		ke Centre Pkwy												
286 Fairfax County Pkwy	Fairfax County	1.84 <b>68</b>	8000 F	97%	1%	1%	1%	1%	0%	F	0.081	(	0.509	74000	F
	T _O . From:		pes Head Rd												
286 Fairfax County Pkwy	Fairfax County	1.32 <b>7</b> 1	1000 F	97%	1%	1%	1%	1%	0%	F	0.080	(	0.502	77000	F
	To: From:		Braddock Rd												
286 Fairfax County Pkwy	Fairfax County	1.02 83	3000 F	97%	1%	1%	1%	1%	0%	F	0.082		0.58	91000	F
<u> </u>	To- From:	US 29 L	ee Highway												
(286) Fairfax County Pkwy	Fairfax County	0.96 <b>76</b>	6000 F	97%	1%	1%	1%	1%	0%	F	0.079	(	0.563	83000	F
<u></u>	To: From:		I-66												
(286) Fairfax County Pkwy	Fairfax County	0.95 <b>70</b>	0000 F	99%	0%	0%	0%	0%	0%	F	0.085	(	0.614	77000	F
	T _C	29-7700 Fa	ir Lakes Pkwy												
(286) Fairfax County Pkwy	Fairfax County	0.88 <b>6</b> 1	1000 F	99%	0%	0%	0%	0%	0%	F	0.088	(	0.593	67000	F
	To	US 50 Lee Jac	ckson Mem Hv	/V											
(286) Fairfax County Pkwy	Fairfax County		5000 F	99%	0%	0%	0%	0%	0%	F	0.084	(	0.593	60000	F
	To	29-7140 Tuckawa	v Dr. Springha	/en Dr											
(286) Fairfax County Pkwy	Fairfax County		8000 F	99%	0%	0%	0%	0%	0%	F	0.084	(	0.557	53000	F
	То	20 6810 Ero	anklin Farm Rd												
(286) Fairfax County Pkwy	Fairfax County		2000 A	99%	0%	0%	0%	0%	0%	С	0.097	(	0.508	48000	Α
200) ** ** *** *,	To		West Ox Rd												
286 Fairfax County Pkwy	Fairfax County		3000 F	99%	0%	0%	0%	0%	0%	С	0.083		0.577	47000	F
200)	то								- , -						-
286 Fairfax County Pkwy	Fairfax County		Fox Mill Rd 2000 <b>F</b>	99%	0%	0%	0%	0%	0%	F	0.082		0.568	46000	F
256) ramax Sounty r kmy	-				0 70		070	0 / 0	0 70	•	0.002	· ·	0.000	10000	•
(286) Fairfax County Pkwy	Fairfax County		nrise Valley Dr 2000 F	99%	0%	0%	0%	0%	0%	F	0.081		0.505	57000	F
286 I amax County I kwy	Tainax Gounty			33 /6	0 76	0 /8	0 /6	0 /6	0 /6	'	0.001	'	0.505	37000	'
Caralla County Plans	From		oulles Toll Rd 5000 F	99%	0%	0%	0%	0%	0%	F	0.082		0.504	70000	F
286 Fairfax County Pkwy	Fairfax County				076	U 76	076	0%	0%	Г	0.062	,	0.504	70000	Г
	To:		on Cameron Av		00/		00/	00/	00/	_	0.000		0.040	0.4000	
286 Fairfax County Pkwy	Fairfax County		esburg Pike	99%	0%	0%	0%	0%	0%	F	0.088	(	0.812	34000	F
	From														
North 286 Ramp	Fairfax County	RT 7100 FFX CO PI 0.29 <b>15</b>	KWY TO RT 6 <b>5000 G</b>	6 WEST							0.088			15000	G
(286) namp	Taillax County	I-66-W055X FROM RT		FAIREA	Y						0.000			13000	G
North	From:	RT 7100 FFX CO P													
North (286) Ramp	Fairfax County		000 G	UEASI							0.081			4000	G
200)	To	I-66-E055X FROM RT		FIARFAX	ζ						0.001			1000	~
South	From:	RT 7100 FFX CO PI													
(286)Ramp	Fairfax County		0000 G	OWEDI							0.094			10000	G
-	To:	I-66-W055X FROM R7		FAIRFA	X										

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

Route	Jurisdictio	n Leng	h <b>AAD</b>	T QA	4Tire	Rus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟV
	Canadian						2Axle	3+Axle	1Trail	2Trail	Q.O	Factor	QIV	Factor	700001	α,
outh 286 Ramp	Fairfax Cou	RT 7100 FFX			6 EAST							0.075			5700	G
286) 1141119	To:	I-66-E055X FR			FAIRFAX	ζ						0.070			0700	
	From:		Bus SR				i									
287)Berlin Tpke	Town of Purcellville	(Maint: 53) 0.55			95%	1%	2%	1%	1%	0%	Ν	0.094		0.741	6700	1
1	To	<u> </u>														
287)Berlin Tpke	From: Loudoun Co		NCL Purce 6500		95%	1%	2%	1%	1%	0%	С	0.094		0.741	6700	(
201) 201 1 p.1.0						. , 0		. , 0	. , 0	0,70	Ū	0.00			0.00	
287)Berlin Tpke	From: Loudoun Co		9 Charles T 8600		97%	1%	1%	1%	1%	0%	F	0.084		0.705	8900	
287 beriiri Tpke	Loudouli Co	unty 2.57	0000	, G	9770	1 70	1 70	170	1 70	0%	Г	0.064		0.703	0900	,
	To: From:	53-693 Mor														
Berlin Tpke	Loudoun Co	unty 3.37	6300	) G	97%	1%	1%	1%	1%	0%	F	0.076		0.618	6500	(
<u> </u>	To: From:		SCL Lovet	tsville												
Berlin Tpke	Town of Lovettsville	(Maint: 53) 0.77	6300	) N	97%	1%	1%	1%	1%	0%	N	0.076		0.618	6500	
<u> </u>	To	SR 28	7 Par; Tow	n Center D	r											
Berlin Tpke	Town of Lovettsville				97%	1%	1%	1%	1%	0%	F	0.076		0.618	4100	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>780</b> 0	) G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.606	8400	
	To	53.6	73 S, East 1	Broad Way												
Berlin Tpke	From: Town of Lovettsville				97%	1%	1%	1%	1%	0%	Ν	0.076		0.618	6500	
201 / 2011111 1 pino	Combined Traffic Estimates for 2 Parallel	,			96%	1%	1%	1%	1%	0%	N	NA		0.010	11000	
	Tombined Traine Estimates for 2 Taraner					1 /0	. 70	1 /0	1 /0	0 70		1471			11000	
287)Berlin Tpke	Town of Lovettsville	SR 287 Par (Maint: 53) 0.58			1d Way 97%	1%	1%	1%	1%	0%	N	0.098		0.577	4700	
287 Deniii Tpke	TOWIT OF LOVERSVINE	(Mairit. 33) 0.36	4500	) 11	91 /0	1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.090		0.577	4700	
	To: From:		NCL Lovet													
Berlin Tpke	Loudoun Co				97%	1%	1%	1%	1%	0%	С	0.098		0.577	4700	(
<u> </u>	103		Iaryland Sta													
	From:			Town Cente							_					
Berlin Tpke	Town of Lovettsville	,		-	95%	1%	1%	1%	1%	0%	F	0.120			4600	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>1100</b>	0 N	96%	1%	1%	1%	1%	0%	N	NA			11000	
	To:			n Center D												
Berlin Tpke	Town of Lovettsville	,			95%	1%	1%	1%	1%	0%	С	0.115			4200	(
	Combined Traffic Estimates for 2 Parallel				96%	1%	1%	1%	1%	0%	F	0.094	F	0.605	8400	
	To:	SR 283	N; 53-67.	3 Broad Wa	ay											
	From:		I-95 No													
SR 288 N Ramp	Chesterfield C	•		0 F	92%	1%	1%	1%	6%	0%	F	0.106		0.653	14000	
	Combined Traffic Estimates for 2 Parallel				93%	1%	1%	1%	5%	0%	F	NA			21000	
	To:	Ra	mp from I-	95 South												
	Chesterfield C	Lounty 0.48	I-95	0 F	95%	0%	1%	1%	2%	0%	F	0.106		0.653	41000	
288)_	Griesterfield C	0.48	3600	<u> г</u>	90%	U%	1 70	1 70	<b>4</b> 70	U%	Г	0.106		0.003	41000	
	To: From:		Jefferson 1													
288 <i>)</i> _	Chesterfield C				95%	0%	1%	1%	2%	0%	F	0.105		0.62	45000	
$\smile$	To	S	R 145 Che	ster Rd												

5/2/2016

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

_						Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	SR 145 Chester Rd											
288)_	Chesterfield County	3.88 <b>40000</b> F	95%	0%	1%	1%	2%	0%	F	0.108	0.587	45000	F
	To	SR 10 Iron Bridge Rd											
288)_	Chesterfield County	2.95 <b>50000 A</b>	95%	0%	1%	1%	2%	0%	С	0.117	0.588	56000	Α
2007=	Tol												
202	Chesterfield County	20-604 Courthouse Rd 4.09 <b>42000 F</b>	95%	0%	1%	1%	2%	0%	F	0.106	0.571	47000	F
288)_	Official Goding		33 76	0 70	1 70	1 /0	2 /0	0 70	'	0.100	0.57 1	47000	
	To: From:	US 360 Hull Street Rd	050/	00/		40/	00/	00/	_	0.404	0.500	00000	
288	Chesterfield County	2.79 <b>56000 F</b>	95%	0%	1%	1%	2%	0%	F	0.101	0.588	62000	F
	From:	SR 76 Powhite Parkway 20-720 Lucks Lane	7										
288	Chesterfield County	2.12 <b>33000</b> F	96%	0%	1%	1%	2%	0%	F	0.128	0.707	36000	F
288	Tol												
200	Chesterfield County	20-668 Woolridge Rd 1.77 <b>42000</b> F	97%	0%	1%	1%	2%	0%	F	0.128	0.707	48000	F
288)_	Official Goding		37 76	0 70	1 70	1 /0	2 /0	0 70	'	0.120	0.707	40000	
	To	US 60 Midlothian Tpke	000/	00/		101	00/	201	_	0.407	2.244	40000	
288_	Chesterfield County	1.59 <b>43000 A</b>	96%	0%	1%	1%	2%	0%	С	0.127	0.641	48000	F
<u> </u>	From:	Powhatan County Line Chesterfield County Line	2		-								
200	Powhatan County	1.87 <b>43000</b> A	96%	0%	1%	1%	2%	0%	С	0.127	0.641	48000	,
288	Tolling Tolling			0 / 0		. , ,	_,,	0 / 0	Ū	0	0.0	.0000	
	From:	72-711 Huguenot Trail 1.54 <b>50000 A</b>	070/	0%	10/	10/	20/	00/	С	0.100	0.707	E6000	F
288	Powhatan County	1.54 <b>50000 A</b> Goochland County Line	97%	0%	1%	1%	2%	0%	C	0.128	0.707	56000	F
	From:	Powhatan County Line	:										
288_	Goochland County	1.57 <b>50000 A</b>	97%	0%	1%	1%	2%	0%	С	0.128	0.707	56000	P
	To	SR 6 Patterson Ave											
200	Goochland County	0.64 <b>40000 F</b>	96%	0%	1%	1%	2%	0%	F	0.116	0.732	47000	F
288	a coornain a country		0070	0 70		1 70	_ / 0	0 70	•	0.110	0.702	17000	•
	From	West Creek Parkway	000/	00/	10/	10/	00/	00/		0.110	0.040	40000	-
288_	Goochland County	1.68 <b>40000 F</b>	96%	0%	1%	1%	2%	0%	F	0.112	0.649	46000	F
	To: From:	Tuckahoe Creek Parkwa											
288	Goochland County	1.79 <b>48000 A</b>	96%	0%	1%	1%	2%	0%	С	0.152	0.597	55000	F
	To: From:	US 250 Broad St											
288	Goochland County	0.85 <b>41000 A</b>	95%	0%	1%	1%	3%	0%	С	0.148	0.544	48000	F
<u> </u>	Tα	I-64											
lorth	From:	SR 288 North											
288)Ramp	Goochland County	0.35 <b>14000 A</b>	96%	0%	1%	1%	2%	0%	С	0.189	0.753	17000	A
	To	I-64 East											
orth	From:	SR 288 N											
288)Ramp	Goochland County	0.37 <b>7300 A</b>	87%	1%	2%	2%	9%	0%	С	0.185		7500	P
$\smile$	To:	I-64 W											
South	From:	SR 288 SR 288 N Ramp	)								<u> </u>		
Ramp	Chesterfield County	0.21 <b>13000 F</b>	95%	0%	1%	1%	2%	0%	F	0.106		14000	F
	Tor	I-95 South											

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

		Filliary at	10 111101010	410 110	1100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		amp to I-95													
288 SR 288 S Ramp	Chesterfield County		5100	F	95%	0%	1%	1%	2%	0%	F	0.161			6200	F
Cor	mbined Traffic Estimates for 2 Parallel Road	dways on this Route:	18000	F	93%	1%	1%	1%	5%	0%	F	0.117	F	0.644	21000	F
	10:		I-95 N													
(289) Franconia Springfield Pkwy	Fairfax County	29-7100 Fairfax Co 1.72	unty Pkwy; <b>45000</b>	29-638 <b>A</b>	Rolling Ro	d 0%	0%	0%	0%	0%	С	0.108		0.700	51000	Α
289 Franconia Springileid Fkwy	Fairiax County	1.72		A	99%	0%	0%	0%	0%	0%	C	0.106		0.700	31000	А
289 Franconia Springfield Pkwy	Foirfox County	0.50	I-95	F	99%	0%	0%	0%	0%	0%	F	0.093		0.627	48000	F
289 Franconia Springileid Fkwy	Fairfax County		44000		99%	0%	0%	0%	0%	0%	г	0.093		0.027	40000	Г
Francosia Carinafield Diver	Foirfox County		677 Frontie	r Dr <b>F</b>	99%	0%	0%	00/	0%	00/	F	0.000		0.50	F7000	F
Franconia Springfield Pkwy	Fairfax County	0.86	<b>53000</b> -613 Beulah		99%	0%	0%	0%	0%	0%	Г	0.090		0.52	57000	Г
	From		ECL Daytor													
290) Pike Church Rd; College St	Town of Dayton (Maint		7500	F	97%	2%	0%	0%	0%	0%	F	0.088		0.561	8100	F
250)	To		John Waylar	nd Univ												
(290) Huffman Dr	From: Town of Dayton (Maint		2000	F	97%	2%	0%	0%	0%	0%	F	0.119		0.654	2100	F
290)	To		S SR 42 Bus													
Bus	From:															
(290) (42) Main St	Town of Dayton (Maint	: 82) 0.07	3300	F	96%	0%	1%	2%	1%	0%	F	0.116		0.591	3600	F
	To: From:		SR 42 BU													
290 College St	Town of Dayton (Maint		1900	F	97%	2%	0%	0%	0%	0%	С	0.138		0.673	2100	F
	10.		NCL Daytor													
(292)Conicville Rd	Shenandoah Count		9500 85-703; I-81	N N	69%	1%	1%	1%	27%	1%	N	0.074		0.535	10000	N
292) Conicvine Hu	Shehandoan Count				09 /6	1 /0	1 /0	1 /0	21 /0	1 /0	IN	0.074		0.555	10000	IN
(292)Conicville Rd	Town of Mount Jackson (M		CL Mt Jacks 9500	son <b>G</b>	69%	1%	1%	1%	27%	1%	С	0.074		0.535	10000	G
292 Corlicville No	TOWN OF MIDDING JACKSON (M	,	S 11 Main 5		09%	1 70	1 70	1 70	2170	1 70	C	0.074		0.555	10000	G
	From		92 Conicvil													
(292) Ramp to I-81 S at Exit 273	Shenandoah Count		2600	G								0.105			2600	G
252)	To:	,	I-81 S													
	From:	Ramps SR 292	2 E000B; SI	R 292 W	000B											
(292) Ramp to I-81 N at Exit 273	Shenandoah Count	y 0.16	3800	G								0.08			3800	G
	To:		I-81 N													
East	From:		SR 292 E													
292 Ramp toward I-81 N at Exit 2	73 Shenandoah Count		380	G								0.13			380	G
<u> </u>	To:		mp SR 292	В												
West	79 Shonandash Count		SR 292 W									0.077			2500	G
Ramp toward I-81 N at Exit 2	73 Shenandoah Count		3500 ump SR 292	G			1					0.077			3500	G
	From															
(293) West Main St	City of Danville	0.54	\$ 29; Memo	rial Dr <b>F</b>	98%	0%	1%	0%	0%	0%	F	0.085		0.550	5200	F
293) *** 631   Wall   61	To:	0.04	Bishop Rd		JU /0	0 /0	1 /3	0 /0	0 /0	0 /0	•	0.000		0.000	5200	'
			p 14d													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT (	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	0.40	Bishop Rd	_	000/	00/	10/	00/	00/	00/	_	0.000		0.500	4000	_
293 West Main St	City of Danvi	ille 0.49	4500	F	98%	0%	1%	0%	0%	0%	F	0.092		0.598	4900	F
293)West Main St	Ton From City of Danvi	ille 0.96	Park Ave <b>6600</b>	F	98%	0%	1%	0%	0%	0%	F	0.092		0.535	7200	F
293 West Main St	City of Darivi		Randolph St	Г	90%	076	170	076	0%	0%	Г	0.092		0.555	7200	г
	From:		Canterbury St													
293) West Main St	City of Danvi	ille 0.37	7400	F	98%	0%	1%	0%	0%	0%	F	0.089		0.566	8000	F
<u> </u>	To- From:		86 Central Blv													
293) West Main St	City of Danvi	ille 0.16	8500	F	98%	0%	1%	0%	0%	0%	F	0.091		0.557	9300	F
$\overline{}$	To- From:		outh Main St													
293 Main St	City of Danvi	ille 0.04	9500	F	98%	0%	1%	0%	0%	0%	С	0.087		0.524	10000	F
	To: From:		Iolbrook Ave													
293 Main St	City of Danvi	ille 0.27	7300	F	98%	0%	1%	0%	0%	0%	F	0.088		0.539	8000	F
$\stackrel{\smile}{=}$	To: From:		efferson Ave													
293 Main St	City of Danvi	ille 0.28	7200	F	98%	0%	1%	0%	0%	0%	F	0.09		0.526	7900	F
	10: From:	S	Patton St outh Ridge St													
293 Patton St	City of Danvi		4800	F	98%	0%	1%	0%	0%	0%	F	0.084		0.609	5200	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	7900	F	97%	1%	1%	1%	0%	0%	F	0.094	F	0.612	8600	F
	To:	Bridge S	t; SR 293 P M	Iain St												
293 Main St Bridge	City of Danvi	ille 0.22	Bridge St 13000	G	98%	0%	1%	0%	0%	0%	F	0.09		0.504	14000	G
293) Main of Bridge	Trof				0070	0 70		070	070	070	•	0.00		0.001	1 1000	Ğ
293 (360) North Main St	From: City of Danvi		JS 360 Riversi <b>9100</b>		98%	0%	1%	0%	0%	0%	F	0.085		0.599	9900	F
293/(360)	таГ			•				0,0	0 / 0	0 / 0	•	0.000		0.000	0000	•
293 (360) North Main St	From:L City of Danvi		Worsham St 9900	F	98%	0%	1%	0%	0%	0%	F	0.085		0.58	11000	F
293) (300)	та.Г		0 Richmond B		00,0	0,0		0,0	0 / 0	0 / 0	•	0.000		0.00		•
293 North Main St	From:L City of Danvi		7800		98%	0%	1%	0%	0%	0%	F	0.092		0.506	8400	F
293)	тоГ		Third Ave	-				• , •			•					-
293 North Main St	From:L City of Danvi	ille 0.98	8700	F	98%	0%	1%	0%	0%	0%	С	0.094		0.530	9500	F
230)	To		ranklin Tpke					• , •								
293 North Main St	From:L City of Danvi		5300	F	98%	0%	1%	0%	0%	0%	F	0.087		0.579	5800	F
230)	To		29, Piney Fore													
	From:	SF	R 293 Ridge St	t												
293 Main St	City of Danvi		3100	F	95%	2%	2%	1%	0%	0%	С	0.115		0.844	3400	F
P	Combined Traffic Estimates for 2 Parallel	·	7900	F	97%	1%	1%	1%	0%	0%	F	0.094	F	0.613	8600	F
	To:	SR 293	Patton St; Brid	dge St												
	From		234 Dumfries F						•		_					_
294) Prince William Pkwy	Prince William C	County 1.89	26000	G	98%	1%	1%	1%	0%	0%	F	0.079		0.627	28000	G

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

Prince William ( Prince William ( Prince William ( Prince William ( Prince William ( Prince William (	County	ECL Mar 1.44	nassas; Well 36000		d		2Axle	3+Axle			QC	K QK Factor	Dir Factor	AAWDT	QW
Prince William (	County	1.44 76													
Prince William (		76	36000	Δ											
To: From:	County				98%	1%	1%	1%	0%	0%	С	0.098	0.543	39000	Α
To: From:	County	0.00	6-665 Ellis F												
Prince William (		0.36	39000	G	98%	1%	1%	1%	0%	0%	F	0.086	0.523	42000	G
Prince William (		76-61	12 Yates For												
i iiiloo iiiliaiii c	County	2.24	28000	G	98%	1%	1%	1%	0%	0%	F	0.078	0.54	30000	G
To: From:		76-897	Scenic Poir	nt Place											
Prince William (	County	3.10	29000	G	98%	1%	1%	1%	0%	0%	F	0.084	0.548	31000	G
To: From:		76-	642 Hoadly	Rd											
Prince William (	County	1.44	45000	G	98%	1%	1%	1%	0%	0%	F	0.087	0.537	48000	G
To: From:		76-64	41 Old Bridg	ge Rd											
Prince William (	County	0.46	43000	G	98%	1%	1%	0%	1%	0%	F	0.081	0.560	45000	G
To:		76-19	954 Hillenda	ale Dr			$\neg$ $\vdash$								
	County	1.33	43000	G	98%	1%	1%	0%	1%	0%	F	0.078	0.610	46000	G
To:		76-64	40 Minnievil	lle Rd											
Prince William (	County	1.10	51000	G	98%	1%	1%	0%	1%	0%	С	0.078	0.621	55000	G
To:		76-200	00 Smoketo	wn Rd			<u> </u>								
Prince William (	County	0.68	42000	G	98%	1%	1%	0%	1%	0%	F	0.077	0.670	45000	G
To		76-17	781 Telegrai	ph Rd			<b>—</b> —								
Prince William (	County	0.73	67000	G	98%	1%	1%	0%	1%	0%	F	0.072	0.643	71000	G
To			I-95												
Prince William (	County	0.43	27000	N	98%	1%	1%	0%	1%	0%	Ν	0.08	0.522	28000	Ν
Too	7	6-1299 Y	ork Dr. Sum	nmerland	Dr										
Prince William (		0.35	27000	G	98%	1%	1%	0%	1%	0%	F	0.072	0.643	28000	G
To:		76-12	70 Longviev	w Ave											
Prince William (	County				98%	1%	1%	0%	1%	0%	F	0.073	0.552	25000	G
To:	,	US 1 Je	efferson Day	vis Hwy											
From:		76	-3000-W01	4A											
Prince William (	County	0.17	8700	G								0.086		8700	G
To:			I-95 South												
From:															
Prince William (	County	0.07	6300	G								0.081		6300	G
To:					Ξ										
From	2				7				-			0.000		45000	_
Prince William ( ۳۰۰۲	County	_										0.096		15000	G
10															
Prince William (	County			О.								NIA		NΙΔ	
Tince william C				144 TO	POLITE		<del></del> 1					NA		INA	
	Prince William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome William (Prome 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(Prome William (Prome William (Prome William (Prome	Prince William County  Prince William County  Prince William County  Prince William County  Prince William County  Prince William County  Prince William County  Prince William County  Prince William County  From  Prince William County  To:  Prince William County  To:  Prince William County  To:  Prince William County  To:  Prince William County  To:  Prince William County  To:  Prince William County  To:  Prince William County  To:  Prince William County  To:  Prince William County  To:  Prince William County  To:  Prince William County  To:  Prince William County	Prince William County   3.10   76-	Prince William County   3.10   29000	Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Total   Tota	Prince William County    Total Prince William County   1.44   45000   G   98%	Prince William County   3.10   29000   G   98%   1%	Prince William County   3.10   29000   G   98%   1%   1%   1%   1%   1%   1%   1%	Prince William County   3.10   29000   G   98%   1%   1%   1%   1%   1%   1%   1%	Prince William County   3.10   29000   G   98%   1%   1%   1%   0%	Prince William County   3.10   2900   G   98%   1%   1%   1%   0%   0%	Prince William County   3.10 29000 G 98% 1% 1% 1% 0% 0% F   1	Prince William County  3.10 29000 G 98% 1% 1% 1% 0% 0% F 0.084  Prince William County  1.44 45000 G 98% 1% 1% 1% 0% 0% F 0.087  Prince William County  0.46 43000 G 98% 1% 1% 1% 0% 1% 0% F 0.081  Prince William County  1.33 43000 G 98% 1% 1% 1% 0% 1% 0% F 0.081  Prince William County  1.10 51000 G 98% 1% 1% 0% 1% 0% F 0.078  Prince William County  1.10 51000 G 98% 1% 1% 0% 1% 0% F 0.078  Prince William County  0.68 42000 G 98% 1% 1% 0% 1% 0% F 0.077  Prince William County  0.76-1781 Telegraph Rd  Prince William County  0.73 67000 G 98% 1% 1% 0% 1% 0% F 0.072  Prince William County  0.43 27000 N 98% 1% 1% 0% 1% 0% F 0.072  Prince William County  0.35 27000 G 98% 1% 1% 0% 1% 0% F 0.072  Prince William County  0.36 23000 G 98% 1% 1% 0% 0% 1% 0% F 0.073  Prince William County  0.36 23000 G 98% 1% 1% 0% 0% 1% 0% F 0.073  Prince William County  0.76-3000-W014A  Prince William County  0.76-3000-W014A TO ROUTE	Prince William County	Prince William County   3.10   29000   C   98%   1%   1%   1%   0%   0%   F   0.084   0.548   31000

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

Jurisdictio  From  Prince William (		AADT	QA	4Tire	Bus					QC		QK	_	AAWDT	
Prince William (	SR 294 1					2Axle	3+Axle	1Trail	2Trail		Factor		Factor	7011151	QW
Prince William (		Prince Willia		7							0.404			0000	
To:		2200 North Collect	G			_					0.124			2200	G
From:	1-93 1	I-64 E	ioi Ku												_
95 E (S) Henrico Cou	inty 0.85		Α	88%	1%	1%	1%	9%	0%	F	0.137			16000	Α
	-,		Α		1%	1%	1%	6%		F	0.129	Α	0.503	32000	Α
Τα	,	IS 295 E													
From:	enty 1.04		_	OE0/	10/	10/	10/	20/	00/	_	0.104			22000	٨
	-,									-		۸	0.500		A
Combined Trainic Estimates for 2 Faraner					1 70	1 70	170	3%	0%	г	0.130	A	0.509	63000	-
Tal				11-233											
From: 4		Nuckols Rd													
	•									F					Α
Combined Traffic Estimates for 2 Parallel	•				1%	1%	1%	3%	0%	F	0.129	Α	0.595	68000	P
_				n I-295											
To: From:	US 3	3 Staples Mi	ill Rd												
Henrico Cou	nty 3.42	32000	Α	95%	1%	1%	1%	3%	0%	С	0.145			35000	,
Combined Traffic Estimates for 2 Parallel	•		Α	94%	1%	1%	1%	3%	0%	С	0.128	Α	0.551	69000	A
	East I-295 is	signed as	s Souti	h I-295											
To: From:	Ţ	Woodman Ro	d												
Henrico Cou	inty 1.34	35000	Α	95%	1%	1%	1%	3%	0%	F	0.14			38000	A
	•	69000	Α	94%	1%	1%	1%	3%	0%	F	0.127	Α	0.565	76000	A
	East I-295 is	signed as	s Souti	h I-295											
To	U	S 1 Brook R	Rd			<u> </u>									
Henrico Cou	nty 1.88	19000	Δ	95%	1%	1%	1%	3%	0%	F	0 159			20000	Δ
	•			0070	1 /0	1 /0	1 70	070	070	•		Α	0.564		,
	•			h I-295							0		0.00	0.000	•
To:															
From	0.17		_	010/	10/	10/	10/	70/	00/	_	0.404			F1000	,
	,									F	-	۸	0.540		F F
Combined Trainic Estimates for 2 Parallel	•				170	170	1%	170	0%	Г	0.107	А	0.540	102000	,
To:				11-295											
From:															
	•	51000	Α	91%	1%	1%	1%	7%	0%	F	0.121			51000	P
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	103000	Α	91%	1%	1%	1%	7%	0%	F	0.107	Α	0.540	102000	A
	Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 4 Parallel  Henrico Cou Combined Traffic Estimates for 4 Parallel  To From Henrico Cou Combined Traffic Estimates for 2 Parallel  Tal From Henrico Cou Combined Traffic Estimates for 2 Parallel	Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Henrico County 1.04  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-295 is  Henrico County 2.43  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-295 is  Henrico County 3.42  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-295 is  Henrico County 3.42  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-295 is  Henrico County 1.34  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-295 is  Henrico County 1.88  Combined Traffic Estimates for 4 Parallel Roadways on this Route:  East I-295 is  Henrico County 0.17  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-295 is  Henrico County 0.17  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-295 is  Hanver County 0.75  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-295 is  Hanver County 0.75  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  East I-295 is	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   IS 295 E   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64   I-64	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1.64   1	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15295   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540   1540	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   152 95 E	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000   A   91%   1%   1%   1%   1%   1%   1%   1	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1995   E	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   18 290   18   19   19   19   19   19   19   19	Combined Traffic Estimates for 2 Parallel Roadways on this Route:     29000	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000   A   91%   1%   1%   1%   6%   0%   F   0.129	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   29000   A   91%   1%   1%   1%   6%   0%   F   0.129   A   1	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   150	Combined Traffic Estimates for 2 Parallel Roadways on this Route:

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

							Tru	ck			K		Dir		
Route	Jurisdiction Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ast		SR 2 Cham	berlayne I												
ast 95)	Hanover County 2.73		Α	91%	1%	1%	1%	7%	0%	F	0.125			53000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route			91%	1%	1%	1%	7%	0%	F	0.107	Α	0.568	108000	A
	East I-295	is signed a	as Sout	h I-295											
ast	To: 42-627 Meac	owbridge R	d; Pole Gr	reen Rd											
ast 95)	Hanover County 1.63	51000	Α	91%	1%	1%	1%	7%	0%	С	0.12			50000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 101000	) A	91%	1%	1%	1%	7%	0%	С	0.106	Α	0.577	100000	Α
	East I-295	is signed a	as Sout	h I-295											
	To US 36	0 Mechanics	ville Tpke	e											
ast	Hanover County 2.60		A	91%	1%	1%	1%	7%	0%	_	0.116			42000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	91%	1%	1%	1%	7% 7%	0%	, F	0.116	Α	0.533	84000	A
	East I-295				1 /0	1 /0	1 /0	1 /0	0 /6	•	0.100	^	0.555	04000	
				11 1-233											
ast	From:	-615 Creight	on Rd												
ast 95)	Hanover County 2.53		Α	91%	1%	1%	1%	7%	0%	F	0.112			39000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>82000</b>	Α	91%	1%	1%	1%	7%	0%	F	0.105	Α	0.521	78000	P
	East I-295			h I-295											
act		enrico Count nover Count													
ast 95	Henrico County 0.75		A	91%	1%	1%	1%	7%	0%	F	0.112			39000	Α
33)	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: <b>82000</b>	Α	91%	1%	1%	1%	7%	0%	F	0.105	Α	0.521	78000	Δ
	East I-295			h I-295											
		6 Airport Di													
ast 95)	From:	•			10/	10/	10/	70/	00/	_	0.11			01000	^
95)	Henrico County 1.34		A	91%	1% 1%	1% 1%	1%	7% 7%	0% 0%	F	0.11	^	0.50	31000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route			91%	170	170	1%	170	0%	Г	0.107	Α	0.52	62000	А
	East I-295	_													
ast	From: I-64; U	60 Collecto	or Rd Beg	in											
ast 95	Henrico County 2.49	12000	Α	78%	1%	1%	1%	19%	0%	F	0.127			12000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: <b>25000</b>	Α	78%	1%	1%	1%	20%	0%	F	0.121	Α	0.592	24000	Α
	East I-295	is signed a	as Sout	h I-295											
ant	To: From: I-64; U	S 60 Collec	tor Rd En	d											
ast 95)	Henrico County 2.23	20000	Α	78%	1%	1%	1%	19%	0%	F	0.113			20000	Δ
93)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	78%	1%	1%	1%	20%	0%	F	0.114	Α	0.51	41000	A
	East I-295					- , -				-					
		95 Pocahont													

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

							Tru	ıck			K		Dir		_
Jurisdictio	n Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
From:															
	•									F					,
Combined Traffic Estimates for 2 Parallel	•				1%	1%	1%	20%	0%	F	0.114	Α	0.523	35000	
	East I-295 is	signed as	s Souti	h I-295											
To:	SR 5	New Marke	et Rd												_
Henrico Cou	inty 4.45	18000	Α	78%	1%	1%	1%	19%	0%	F	0.116			18000	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	78%	1%	1%	1%	20%	0%	F	0.115	Α	0.528	37000	
	East I-295 is	signed as	s Souti	h I-295											
То:			-												
From:				700/	10/	10/	10/	100/	00/	_	0.110			10000	
	,									F		^	0.500		
Combined Traffic Estimates for 2 Parallel	•				1%	1%	1%	20%	0%	F	0.115	А	0.528	37000	
				n I-295											
To: From:	SR 10	Hundred R	d East												_
Chesterfield C	ounty 2.11	17000	Α	78%	1%	1%	1%	19%	0%	F	0.113			17000	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	Α	78%	1%	1%	1%	20%	0%	F	0.111	Α	0.516	34000	
	East I-295 is	signed as	s Souti	h I-295											
To	N	CL Hopewe	ell												
City of Honewell ()	Maint: 74) 3 30	17000	Λ	78%	10/	10/-	10/-	10%	0%	E	0 113			17000	
, ,	•									•		۸	0.516		
Combined Trainic Estimates for 2 Faraner	•				1 70	1 70	1 70	20%	0%	Г	0.111	A	0.516	34000	
- 1															
From:		wn Blvd; SC	CL Hope	ewell											
	•	11000	Α	78%	1%	1%	1%	19%	0%	F	0.122			11000	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	Α	78%	1%	1%	1%	20%	0%	F	0.118	Α	0.617	22000	
	East I-295 is	signed as	s Souti	h I-295											
To: From:	US	460 County	Dr												
Prince George	County 2.57	8700	Δ	78%	1%	1%	1%	19%	0%	С	0.129			7900	
•	•		A	78%	1%	1%	1%	20%	0%	C	0.119	Α	0.618	17000	
	•				. , ,	. , ,	. , ,	2070	0,0	Ū	011.10		0.0.0	.,,	
	Fast I-295 is	signed as													
Tel	East I-295 is														
To From	Exit	1A to I-95 N	North												
To Prince George (	Exit County 0.46	1A to I-95 N	North <b>G</b>	78%	1%	1%	1%	19%	0%	F	0.129			6300	
Prince George ( Combined Traffic Estimates for 2 Parallel	Exit County 0.46	1A to I-95 N 7100 16000	North		1% 1%	1% 1%	1% 1%	19% 20%	0% 0%	F F	0.129 0.119	Α	0.618	6300 14000	
	Exit County 0.46	1A to I-95 N	North <b>G</b>	78%						F F	-	Α	0.618		
	Exit County 0.46 Roadways on this Route:	1A to I-95 N 7100 16000	North <b>G</b>	78%						F F	-	Α	0.618		
	Henrico Cou Combined Traffic Estimates for 2 Parallel  Henrico Cou Combined Traffic Estimates for 2 Parallel  To From Chesterfield County Combined Traffic Estimates for 2 Parallel  Chesterfield C Combined Traffic Estimates for 2 Parallel  Chesterfield C Combined Traffic Estimates for 2 Parallel  City of Hopewell (I Combined Traffic Estimates for 2 Parallel  Prince George Combined Traffic Estimates for 2 Parallel  Prince George Combined Traffic Estimates for 2 Parallel	Henrico County 2.91  Combined Traffic Estimates for 2 Parallel Roadways on this Route:    East I-295 is	SR 895 Pocahonta	Henrico County  1.91 17000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 34000 A  East I-295 is signed as South  Total  Henrico County  4.45 18000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36000 A  East I-295 is signed as South  Total  Chesterfield County Line  Chesterfield County (Maint: 43) 2.64 18000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36000 A  East I-295 is signed as South  Total  Chesterfield County (Maint: 43) 2.64 18000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36000 A  East I-295 is signed as South  Total  Chesterfield County 2.11 17000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 33000 A  East I-295 is signed as South  Total  City of Hopewell (Maint: 74) 3.30 17000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 33000 A  East I-295 is signed as South  From SR 36 Oaklawn Blvd; SCL Hope  Prince George County 6.54 11000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 23000 A  East I-295 is signed as South  From SR 360 Oaklawn Blvd; SCL Hope  Prince George County 6.54 11000 A  East I-295 is signed as South  From SR 360 Oaklawn Blvd; SCL Hope  Prince George County 6.54 11000 A  East I-295 is signed as South  From SR 360 Oaklawn Blvd; SCL Hope  Prince George County 6.54 11000 A  East I-295 is signed as South	SR 895 Pocahontas Pkwy	SR 895 Pocahontas Pkwy	SR 895   Pocahontas   Pkwy   1   1   1   1   1   1   1   1   1	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   3+Axle   1	SR 895 Pocaboutas Pkwy	No.   SR 895 Pocahonias Pkwy   Henrico County   2.91   17000   A   78%   1%   1%   1%   19%   0%	SR 895 Pockshortus Pkwy   Pkmy   Pk	SR 895 Pocahontas Pkwy	SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy   SR 895 Pocushoritary Rkuy	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   S	Sk 895 Pocahoutus Picwy

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

Route	Jurisdiction	Length	AADT QA	4Tire E		Trukle 3+Axle			QC	K Factor	QK Fac	V V / V / D T	QW
East 295 Ramp	Prince George Co	ounty 0.35	I-295 East  2000 G  460 County Dr							0.082		2000	G
East 295 Ramp	Prince George Co	unty 0.52	I-295 East 1400 A 460 County Dr							0.122		1500	Α
East 295 Ramp	City of Hopewell (Mai	int: 74) 0.17	I-295 East <b>1600 G</b> 5 Oaklawn Blvd							0.143		1600	G
East 295 Ramp	City of Hopewell (Mai	int: 74) 0.31	I-295 East <b>5000 G</b> 6 Oaklawn Blvd							0.141		5000	G
East 295 Ramp	From: Chesterfield Coul	inty 0.29	I-295 East  2000 G  , East Hundred Rd							0.122		2000	G
East 295 Ramp	Chesterfield Coul	inty 0.33	I-295 East  3200 G  7, East Hundred Rd							0.099		3200	G
East 295 Ramp	From: Henrico County	y 0.17	95-E TO RT 5 <b>800 G</b> FROM RT 295							0.104		800	G
East 295 Ramp	From: Henrico County	y 0.31	95-E TO RT 5 1500 <b>G</b> 08A TO AND FRO	M RT						0.140		1500	G
East 295 Ramp	Henrico County	I-295-E02 y 0.23	8X TO RT 60 EAS  4300 G  4 RTS 295 EAST 8	г 92% 1	% 19	% 2%	4%	0%	С	0.128		4300	G
East 295 Ramp	Henrico County	I-295-E028 y 0.37	8X TO RT 60 WES 1200 G 4 RTS 295 EAST 8	T 92% (	)% 2%	% 2%	4%	0%	С	0.142		1200	G
East 295 Ramp (New Flyover) From I-295 E (SB) to I-64 E	B Henrico County	1	I-295 E SB  12000 G  I-64 E		% 19	6 0%	15%	0%	С	0.091		12000	G
East 295 Ramp	From: Henrico County	y 0.33	28X TO I-64 WEST  530 G  FROM RT 295 EA	72% 2	2% 1%	% 3%	22%	0%	С	0.095		530	G
East   295   Ramp (Old Loop) From I-295 E (SB) CD to I-64 E	From: EB Henrico County	I-295-E03 y 0.23	28X TO I-64 EAST  90 G  FROM RT 295 EA	89% 1	% 3%	6 1%	7%	1%	С	0.17		90	G
East 295 Collector Road	Henrico County	y 0.73	I-295 East  4000 G  Exit 28D to I-64 W	90% 1	% 1%	% 2%	6%	0%	С	0.124		4000	G

5/2/2016

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

		Filliary and interstate i	ioules					
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir AAWI Factor	DT QW
East 295 Collector Road	Henrico County	I-64 0.27 <b>11000 A</b>	1			0.125	1100	00 A
$\overline{}$	To:	US 60						
East	From:	I-295-E TO ROUTE 156 NORTH-A	IRPORT DRIV	7				
(295) Ramp	Henrico County	0.23 <b>1500 G</b>			<u> </u>	0.132	150	0 G
	To:	SR 156 FROM ROUTE 295 EA	STSOUTH					
East	From:	I-295-E TO ROUTE 156 SOUTH-A		,				
(295)Ramp	Henrico County	0.28 <b>8100</b> G			_	0.096	810	0 G
(293)	To:	SR 156 FROM ROUTE 295 EA			$\neg$			-
Facility	From:							
East (295) Ramp	Hanover County	I-295 East 0.21 1900 G	<u> </u>			0.179	190	0 G
295 Hamp	Tanover County	42-615 Creighton Rd			$\neg$	0.179	1900	u G
East	From:	I-295 East				0.400	0.40	
(295) Ramp	Hanover County	0.26 <b>3400 G</b>			_	0.129	340	0 G
<u> </u>	To:	42-615 Creighton Rd						
East (295) Ramp	From:	I-295 East						
(295)Ramp	Hanover County	0.25 <b>8900 G</b>	à			0.114	890	0 G
	To:	US 360 Mechanicsville T	pke					
East	From:	I-295 East						
(295) Ramp	Hanover County	0.31 <b>4600 G</b>	ì		<del>_</del>	0.114	460	0 G
	To:	US 360 Mechanicsville T	pke					
East	From:	I-295 East						
(295) Ramp	Hanover County	0.18 <b>5300</b> G	<b>`</b>			0.161	530	0 G
(293) ramp	To:	42-627 Meadowbridge l			$\neg$	0.101	000	· ·
F	From		· · ·		1			
East (295) Ramp	Hanover County	I-295 East 0.19 <b>3400</b> G				0.111	3400	0 G
295 /Hamp	Tranover County	42-627 Meadowbridge l			$\neg$	0.111	3400	u G
			Ku					
East	From:	I-295 East						
(295) Ramp	Hanover County	0.27 <b>5300</b> G			_	0.145	530	0 G
	To:	US 301 Chamberlayne l	Rd					
East	From:	I-295 East						
(295) Ramp	Hanover County	0.46 <b>1600 G</b>	à			0.134	1600	0 G
	To:	US 301 Chamberlayne l	Rd					
East	From:	I-295 East Collector Ro	ad					
Ramp (Loop)	Henrico County	0.24 <b>7900 G</b>	ì			0.117	790	0 G
	To	I-95 North						
East	From:	I-295 East Collector Ro	ad				-	
(295) Ramp	Henrico County	0.17 <b>6800 G</b>				0.136	680	0 G
233)	To:	I-95 South				000	000	
	From		- 4		<u> </u>			
East (295) Ramp	Henrico County	I-295 East Collector Ro 0.16 <b>4400</b> G				0.112	440	0 G
295/namp	Terrinco County	0.16 <b>4400</b> G	7			0.112	440	u G
		US I IN, Brook Rd						

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

Route	Jurisdiction	Length AADT	ΟΛ	4Tiro	Rue		Tru	ck		QC	K	QK	Dir	AAWDT	- 01
	ounsaletion			71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	Q
ast 95)Ramp	Henrico County	I-295 E CI 0.30 <b>1400</b>	A								0.167			1700	A
95) Hamp	Tac	US 1 S, Brook									0.107			1700	
ust _	From:	I-295 E				1									
OS) Collector Distributor East at US 1, I-95	Henrico County	0.16 <b>16000</b>	Α								0.125			18000	A
9	To	I-295 E043D, To US 1		, D.4											
ast	From:			X Ku							0.400			10000	
Collector Distributor East at US 1, I-95	Henrico County	0.14 <b>15000</b> US 1 S, Ramp from US	<b>A</b>	-1- D.4							0.122			16000	/
ast	From:	US 1 N, Ramp from US													
Collector Distributor East at US 1, I-95	Henrico County	0.25 <b>20000</b>	Α								0.113			21000	
7	To:	I-295 E043B To	I-95 S												
ast	From:	I-295 East	t												
Ramp	Henrico County	0.19 <b>940</b>	G								0.174			940	(
	To:	43-7663 N, Wood	lman Rd												
ast	From:	I-295 East													
Ramp	Henrico County	0.28 <b>2000</b>	G								0.125			2000	•
	To:	43-7663 S, Wood													
ast	From:	I-295 East									0.400			1000	
Ramp	Henrico County	0.20 <b>1900</b> US 33 W, Staples	G								0.138			1900	
	From														
ast 95) Ramp	Henrico County	0.31 <b>3900</b>	G								0.134			3900	(
95) Hamp	To:	US 33 E, Staples									0.154			3300	
ast	From:	I-295 East													
Ramp	Henrico County	0.22 <b>6300</b>	G								0.184			6300	
35)	To:	43-7706 W, Nucl													
ast	From:	I-295 East	1			Ī									
Ramp	Henrico County	0.47 <b>4300</b>	G	98%	0%	1%	0%	0%	0%	С	0.269			4300	(
	Τα	43-7706 E, Nuck	cols Rd												
est	From:	I-64 W													
95)Ramp From I-295 N (W) to I-64 W	Henrico County	0.43 <b>15000</b>	Α	94%	1%	1%	1%	3%	0%	F	0.134			16000	
Combined Tr	raffic Estimates for 2 Parallel Roadways	on this Route: 29000	Α	91%	1%	1%	1%	6%	0%	F	0.129	Α	0.503	32000	
	To	I-295 N													
est 95)	Henrico County	1.79 <b>28000</b>	Α	94%	1%	1%	1%	3%	0%	F	0.13			31000	
Combined To	raffic Estimates for 2 Parallel Roadways		A	94%	1%	1%	1%	3%	0%	F	0.130	Α	0.509	65000	,
Combined 11	amo Estimatos foi 21 araner rioduways	West I-295 is signed a			1 /0	1 /0	1 /0	J /0	0 /0	'	0.150	77	0.503	00000	,
		Nuckols R		11 1-233											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
est	From:		Nuckols Rd													
95)	Henrico County	2.31	31000	Α	94%	1%	1%	1%	3%	0%	F	0.151			33000	Α
	Combined Traffic Estimates for 2 Parallel Roadways o			Α	94%	1%	1%	1%	3%	0%	F	0.129	Α	0.595	68000	A
		West I-295 is	s signed a	s Nort	h I-295											
est	To: From:	US 3	33 Staples Mi	ll Rd												
95)	Henrico County	3.22	31000	Α	94%	1%	1%	1%	3%	0%	С	0.145			34000	A
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	63000	Α	94%	1%	1%	1%	3%	0%	С	0.128	Α	0.551	69000	Α
	•	West I-295 is	s signed a	s Nort	h I-295											
	Tα	•	Woodman Ro	i												
est	Henrico County	0.91	34000	Α	94%	1%	1%	1%	3%	0%	_	0.142			37000	Δ
95)	Combined Traffic Estimates for 2 Parallel Roadways o			A	94%	1%	1%	1%	3%	0%	, F	0.142	Α	0.565	76000	Α
		West I-295 is				1 /0	1 /0	1 /0	J /6	0 /6	'	0.127	^	0.505	70000	
	Total		_		111233											
est	From:		JS 1 Brook R													
95)	Henrico County	1.83	19000	Α	94%	1%	1%	1%	3%	0%	F	0.166			20000	ŀ
	Combined Traffic Estimates for 4 Parallel Roadways o			Α								0.12	Α	0.567	84000	/
		West I-295 is	s signed a	s Nort	h I-295											
est	To: From:		I-95													
95)	Henrico County	0.29	51000	Α	91%	1%	1%	1%	7%	0%	F	0.110			51000	F
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	103000	Α	91%	1%	1%	1%	7%	0%	F	0.107	Α	0.540	102000	A
		West I-295 is	s signed a	s Nort	h I-295											
	To:		over County													
est 95)	Hanover County	1.55	rico County 1	Line <b>A</b>	91%	1%	1%	1%	7%	0%	F	0.110			51000	,
95)	Combined Traffic Estimates for 2 Parallel Roadways o			A	91%	1%	1%	1%	7%	0%	F	0.110	Α	0.540	102000	-
		West I-295 is				1 /0	1 70	1 70	1 /0	070	·	0.107	,,	0.010	102000	•
	To:		SR 2 Chambe													
est	From:															
95)	Hanover County	2.46	54000	Α	91%	1%	1%	1%	7%	0%	F	0.117			54000	Α.
	Combined Traffic Estimates for 2 Parallel Roadways o			A	91%	1%	1%	1%	7%	0%	F	0.107	Α	0.568	108000	Δ
		West I-295 is	s signed a	s Nort	n I-295											
est	To: From:	42-627 Pole G	reen Rd; Mea	adowbri	dge Rd											
95)	Hanover County	1.72	50000	Α	91%	1%	1%	1%	7%	0%	С	0.112			50000	Α
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	101000	Α	91%	1%	1%	1%	7%	0%	С	0.106	Α	0.577	100000	Α
		West I-295 is	s signed a	s Nort	h I-295											
	Тα	US 360	Mechanicsvi	lle Tpke	<b>)</b>											

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction L	-ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Vest			Mechanicsv	_							_				40000	
295	,	2.52	44000	Α	91%	1%	1%	1%	7%	0%	F	0.102			42000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F			A	91%	1%	1%	1%	7%	0%	F	0.106	Α	0.533	84000	Α
	West I	-295 is	signed a	s Nort	h I-295											
Vest	To: From:	42-61	15 Creighto	n Rd												
Vest 295)	Hanover County	1.99	41000	Α	91%	1%	1%	1%	7%	0%	F	0.104			39000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	82000	Α	91%	1%	1%	1%	7%	0%	F	0.105	Α	0.521	78000	Α
	West I	'-295 is	signed a	s Nort	h I-295											
	To:		ico County													
/est		1.30	ver County 41000	Line A	91%	1%	1%	1%	7%	0%	_	0.104			39000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways on this F			A	91%	1%	1%	1%	7 % 7%	0%	F	0.104 NA			78000	A
			signed a			1 /0	1 /0	1 /0	1 /0	0 /6	'	INA			70000	^
/est	TOIL	SR 156 A	Airport Driv	e North	1											
95)		1.10	34000	Α	91%	1%	1%	1%	7%	0%	F	0.11			32000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	68000	Α	91%	1%	1%	1%	7%	0%	F	0.107	Α	0.52	62000	A
	West I	-295 is	signed a	s Nort	h I-295											
/est	To From: I-64; US (	60 Willia	msburg Rd	Collect	or Rd End											
95)	Henrico County	2.18	13000	Α	78%	1%	1%	1%	20%	0%	F	0.13			13000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	25000	Α	78%	1%	1%	1%	20%	0%	F	0.121	Α	0.592	24000	Α
	West I	-295 is	signed a	s Nort	h I-295											
	I-64; US 6	0 Williar	nsburg Rd (	Collecto	r Rd Begii	1										
Vest	From:	2.21	21000	Α	78%	1%	1%	1%	20%	0%	_	0.118			21000	Α
295	Combined Traffic Estimates for 2 Parallel Roadways on this F			A	78%	1%	1%	1%	20%	0%	F	0.116	Α	0.51	41000	A
	•		signed a			1 /0	1 /0	1 /0	20 /6	0 78	•	0.114	^	0.51	41000	
Vest	From:	SR 895 F	Pocahontas	Parkway	у											
295)	•	3.49	17000	Α	78%	1%	1%	1%	20%	0%	F	0.118			17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F			Α	78%	1%	1%	1%	20%	0%	F	0.114	Α	0.523	35000	Α
	West I	-295 is	signed a	s Nort	h I-295											
/est_	To: From:	SR 5	New Mark	et Rd			$\Box$ $\vdash$									
295	Henrico County	3.89	18000	Α	78%	1%	1%	1%	20%	0%	F	0.119			19000	Α
-00/	Combined Traffic Estimates for 2 Parallel Roadways on this F			Α	78%	1%	1%	1%	20%	0%	F	0.115	Α	0.528	37000	Α
			signed a											-	-	
	Tα		rfield Coun													

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:		ico County I													
295)	Chesterfield County (Maint: 4		18000	Α	78%	1%	1%	1%	20%	0%	F	0.119			19000	Α
	Combined Traffic Estimates for 2 Parallel Roadway			Α	78%	1%	1%	1%	20%	0%	F	0.115	Α	0.528	37000	Α
		West I-295 is	signed as	s Nort	h I-295											
West	To: From:	SR 10 H	Hundred Roa	ad East												
West 295	Chesterfield County	2.11	17000	Α	78%	1%	1%	1%	20%	0%	F	0.117			17000	Α
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	33000	Α	78%	1%	1%	1%	20%	0%	F	0.111	Α	0.516	34000	Α
		West I-295 is	signed as	s Nort	h I-295											
	To	NO	CL Hopewel	11												
West 295	City of Hopewell (Maint: 74)	3.30	17000	Α	78%	1%	1%	1%	20%	0%	F	0.117			17000	Α
295	Combined Traffic Estimates for 2 Parallel Roadway			A	78%	1%	1%	1%	20%	0%	F	0.117	Α	0.516	34000	A
	Combined Traine Estimates for 21 araner floadway	West I-295 is				1 /0	1 /0	1 /0	20 /6	0 /6	'	0.111	^	0.510	34000	
	Tot		_													
West 295	From:	SR 36 Oaklav														
295	Prince George County	7.38	12000	Α	78%	1%	1%	1%	20%	0%	F	0.129			11000	Α
	Combined Traffic Estimates for 2 Parallel Roadway			Α	78%	1%	1%	1%	20%	0%	F	0.118	Α	0.617	22000	Α
		West I-295 is	signed as	s Nort	h I-295											
West	To: From:	US 4	460 County	Dr												
West 295	Prince George County	1.75	9500	Α	78%	1%	1%	1%	20%	0%	С	0.134			8700	Α
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	18000	Α	78%	1%	1%	1%	20%	0%	С	0.119	Α	0.618	17000	Α
		West I-295 is	signed as	s Nort	h I-295											
	To	Ramp from	n I-95 South	Exit 46	iΑ		$\neg$ $\vdash$									
West 295	Prince George County	0.57	8400	Α	78%	1%	1%	1%	20%	0%	E	0.134			7700	Α
295	Combined Traffic Estimates for 2 Parallel Roadway			G	78%	1%	1%	1%	20%	0%	, E	0.134	Α	0.618	14000	G
	Tallied Trainic Estimates for 21 arailer Hoadway		I-95 North	<u> </u>	7070	1 /0	1 /0	1 /0	20 /6	0 /6	'	0.113	^	0.010	14000	ч
West	From:		I-295 West													
295 Ramp	Prince George County	0.50	800	G								0.081			800	G
	To:	US	460 County	Dr												
West	From:		I-295 West													
(295)Ramp	Prince George County	0.39	350	G								0.232			350	G
$\overline{}$	Τα	US	460 County	Dr												
West	From:		I-295 West													
295 Ramp	City of Hopewell (Maint: 74)		1500	G								0.104			1500	G
	Tα		6 Oaklawn I	Blvd												
West	From:		I-295 West													- <u></u>
295 Ramp	City of Hopewell (Maint: 74)		NA	D1 1								NA			NA	
	100	SR 36	6 Oaklawn I	Blvd												

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tir		Tru 2Axle 3+Axle				K Factor	Oir Factor	AAWDT	QW
West 295 Ramp	Chesterfield County	I-295 West 0.34 1000 G SR 10 E, East Hundred Rd						0.13		1000	G
West 295 Ramp	Chesterfield County	I-295 West 0.29 4200 G SR 10 W, East Hundred Rd						0.103		4200	G
West 295 Ramp	From: Henrico County Toc	I-295-W TO RT 5 0.33 <b>660 G</b> SR 5 SR 05-W008B TO AND FROM RT	,					0.143		660	G
West 295 Ramp	From: Henrico County Toc	I-295-W TO RT 5 0.22 <b>2500 G</b> SR 5 SR 05-E008B TO RT 295		j J				0.133		2500	G
West 295 Ramp	From: Henrico County Toc	I-295-W028X TO RT 60 EAST 0.44 <b>1800 G</b> 919 US 60 FROM RT 295 WEST	% 1%	1% 1%	7%	0%	F	0.111		1800	G
West 295 Ramp	Henrico County	I-295-W028X TO RT 60 WEST  0.23 <b>840 G</b> 919  US 60 FROM RT 295 WEST	% 1%	 1% 1%	7%	0%	F	0.131		830	G
West 295 Ramp	From: Henrico County ™c	I-295-W028X TO I-64 EAST  0.38 <b>3900 G</b> 919  I-64-E200X FROM RTS 295 WEST & 60		1% 1%	7%	0%	F	0.102		3900	G
West 295 Ramp	Fron: Henrico County To	I-295-W028X TO I-64 WEST  0.24 <b>3200 G</b> 919  I-64-W200X FROM RTS 295 WEST & 66	% 1%	1% 1%	7%	0%	F	0.161		3100	G
West 295 Collector Road	Front: Henrico County ™c	I-295 West  0.33 <b>7600 G</b> 919  I-295 West Exit 28A to I-64 East	% 1%	1% 1%	7%	0%	F	0.106		7500	G
West 295 Collector Road	Henrico County	US 60 0.27 <b>11000 A</b> I-64						0.121		12000	Α
West 295 Ramp	From: I- Henrico County To:	295-W TO ROUTE 156 NORTH-AIRPORT 1 0.32 <b>530 G</b> SR 156 FROM ROUTE 295 WESTNORT						0.173		530	G
West 295 Ramp	Henrico County	295-W TO ROUTE 156 SOUTH-AIRPORT I 0.26 <b>900 G</b> SR 156 FROM ROUTE 295 WESTNORT						0.120		900	G
West 295 Ramp	Hanover County	I-295 West 0.29 <b>2000 G</b> 42-615 Creighton Rd						0.139		2000	G
West 295 Ramp	From: Hanover County To	I-295 West 0.20 <b>460 G</b> 42-615 Creighton Rd					_	0.138		460	G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	s 2Axle 3+Axle 1Trail 2Trail Factor Factor	
West	From:	I-295 West		
295 Ramp	Hanover County	0.37 <b>4900 G</b>	0.091	4900 G
$\smile$	To:	US 360 Mechanicsville Tpke		
West	From:	I-295 West		
West (295) Ramp	Hanover County	0.24 <b>1800 G</b>	0.115	1800 G
(293)	To:	US 360 Mechanicsville Tpke		
Woot	From:	I-295 West		
West 295 Ramp	Hanover County	0.27 <b>1300 G</b>	0.120	1300 G
295) (1811)	To:	42-627 Pole Green Rd	0.120	1300 G
West	From:	I-295 West		
(295)Ramp	Hanover County	0.28 <b>3300 G</b>	0.112	3300 G
	To:	42-627 Meadowbridge Rd		
West	From:	I-295 West		
(295)Ramp	Hanover County	0.38 <b>4500 G</b>	0.118	4500 G
	To:	US 301 Chamberlayne Rd		
West	From:	I-295 West		
(295)Ramp	Hanover County	0.23 <b>5300 G</b>	0.18	5300 G
(293)	To:	US 301 Chamberlayne Rd	0.10	0000 G
	Erony			
West	Llandia Causty	I-295 West	0.107	22000 A
295 Ramp	Henrico County	1.53 <b>24000 A</b>	0.107	22000 A
	10	I-95 North		
West	From:	I-295 West Collector Road		
(295)Ramp	Henrico County	0.17 <b>3000 G</b>	0.164	3000 G
<u> </u>	To:	I-95 South		
West	From:	I-295 West Collector Road		
(295) Ramp	Henrico County	0.22 <b>8400 G</b>	0.107	8400 G
	To:	US 1 N, Brook Rd		
West	From:	I-295 West Collector Road		
(295)Ramp	Henrico County	0.18 <b>1700 G</b>	0.143	1700 G
(293)	To:	US 1 S, Brook Rd	S6	
W	From:			
West (295) Collector Road		I-295 West 0.10 <b>NA</b>	NA	NA
295 Collector Road	Henrico County	I-95-N084B FROM RT 95 NORTH	INA	INA
West	From:	I-95-N084B FROM RT 95 NORTH I-95-S084B FROM RT 95 SOUTH		
295 Collector Road	Henrico County	0.20 <b>20000 A</b>	<b>_</b> 0.117	21000 A
295) 301100101 1 1000	To:	I-295-W043C TO RT 1 NORTH	0.117	21000 A
West	From:	Ramp from US 1 South		
(295) Collector Road	Henrico County	0.23 <b>15000 A</b>	0.126	17000 A
200)	To:	I-295 West	525	
	Eron			
West	Hamilaa Oawah	I-295 West	0.107	1000
295 Ramp	Henrico County _™	0.27 <b>1000 G</b>	0.127	1000 G
	10'	43-7663 N, Woodman Rd		

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

Route	Jurisdiction		AADT QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
West 295 Ramp	Henrico County	0.19	1-295 West <b>5400 G</b> 3 S, Woodman Rd			 					0.13		5400	G
West 295 Ramp	Henrico County	, 0.28	1-295 West <b>2800 G</b> V, Staples Mill Rd								0.219		2800	G
West 295 Ramp	Henrico County	0.21	1-295 West  3800 G  E, Staples Mill Rd								0.216		3800	G
West Ramp	Henrico County	0.42	1-295 West <b>5800 G</b> 6 W, Nuckols Rd	94%	1%	1%	3%	1%	0%	С	0.11		5800	G
West 295 Ramp	Henrico County	0.25	1-295 West 6200 G 06 E, Nuckols Rd								0.238		6200	G
West Ramp From I-295 N (W) to I-64 E	Henrico County	0.47	-295 North  14000 G  I-64 East	94%	1%	1%	1%	3%	0%	F	0.122		16000	G
296 Kirby St	Town of West Point (Ma	sint: 50) 0.22	R 30, SR 33 <b>700 G</b> (; 50-1126, 10th St	97%	1%	1%	0%	2%	0%	С	0.119	0.707	720	G
296 10th St	Town of West Point (Ma	50-1107 aint: 50) 0.17	Kirby St; 50-1126 <b>220 G</b> R 298 Lee St	97%	1%	1%	0%	2%	0%	F	0.119	0.707	220	G
298 5th St	Town of West Point (Ma	aint: 50) 0.24	Dead End  70 G  9 Lee St; 50-1128	99%	0%	1%	0%	0%	0%	F	0.1	0.588	70	G
298 Lee St	Town of West Point (Ma	50-1109 aint: 50) 0.29	9; 50-1128, 5th St <b>1200 G</b> 296, 10th St	99%	0%	1%	0%	0%	0%	С	0.1	0.588	1200	G
298 Lee St	Town of West Point (Ma	aint: 50) 0.22	296 10th St <b>1400 G</b> R 33 14th St	99%	0%	1%	0%	0%	0%	F	0.103	0.562	1500	G
299 Madison Rd	Culpeper County	y 0.79	umes Madison Hwy 4100 G US 29 South of Cul	96%	0%	0%	2%	1%	0%	С	0.085	0.574	4200	G
300 Courthouse Tavern Lane	Powhatan Count	SR 13 O ty 0.08	ld Buckingham Rd 480 G 004 Tilman Rd		0%	0%	0%	0%	0%	F	0.100	0.629	500	G
300 Tilman Rd	Powhatan Count	72-1004; Co ty 0.02	ourthouse Tavern I  840 N  Vye; Scottsville Rd	ane 99%	0%	0%	0%	0%	0%	N	0.096	0.575	860	N

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

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:	SR 13 Wye, Tilman	Rd										
300)Scottsville Rd	Powhatan County	0.54 <b>840</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.096	0.575	860	G
	To:	US 60 James Anderso	on Rd										
Vye	From:	72-1001 Marion Harlan	ıd Lane										
Tilman Rd	Powhatan County	0.04 <b>420</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.127	0.509	430	G
	Tα	SR 300 Scottsville l	Rd										
	From:	North Carolina State	Line										
Skippers Rd	Greensville County	4.74 <b>1500</b>	<b>G</b> 92%	1%	1%	1%	5%	0%	F	0.081	0.635	1500	G
~	To: From:	40-629 Zion Church Rd; Moo	ores Ferry Rd										
Skippers Rd	Greensville County	2.80 <b>2200</b>	<b>G</b> 92%	1%	1%	1%	5%	0%	С	0.092	0.586	2200	G
557)	To	Urban Boundary											
Skippers Rd	Greensville County	1.17 <b>2200</b>	N 92%	1%	1%	1%	5%	0%	N	0.092	0.586	2200	N
301) emphere rid	arosnevino county			1 70		1 70	0 70	070		0.002	0.000	2200	
301 Skippers Rd	Greensville County	40-689 Old Halifax Rd		1%	10/	1%	5%	0%	F	0.083	0.516	5800	G
301 Skippers nu	Greensville County	0.39 <b>5500</b>	<b>G</b> 92%	170	1%	1 70	3%	0%	Г	0.063	0.516	3600	G
~~	To: From:	SCL Emporia											
South Main St	City of Emporia	0.45 <b>6000</b>	<b>G</b> 95%	1%	1%	1%	2%	0%	С	0.085	0.530	6400	G
	To: From:	Low Ground Rd											
301 South Main St	City of Emporia	0.24 <b>9100</b>	<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.083	0.573	9700	G
<del>~</del>	To:	Jefferson St											
301 South Main St	City of Emporia	0.36 9800	<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.087	0.582	10000	G
<del>~</del>	Too	Brunswick Ave											
South Main St	City of Emporia	0.49 <b>14000</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	С	0.083	0.578	15000	G
301)	To												
301 South Main St	City of Emporia	Valley St 0.20 <b>13000</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.084	0.521	14000	G
301 3000111 Walli Ot	Oity of Emporia		<b>u</b> 37 70	1 /0	1 70	0 70	1 /0	0 70	•	0.004	0.521	14000	G
Name Maria Ot	From From	Atlantic Ave	0.70/	40/		00/	40/	00/		0.000	0.500	40000	
North Main St	City of Emporia	0.74 <b>9400</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.093	0.528	10000	G
~	To: From:	US 58											
North Main St	City of Emporia	0.34 <b>9000</b>	<b>G</b> 96%	0%	1%	1%	1%	0%	F	0.093	0.613	9600	G
<del>~</del>	To: From:	Halifax St											
North Main St	City of Emporia	0.16 <b>9200</b>	<b>G</b> 96%	0%	1%	1%	1%	0%	F	0.096	0.605	9800	G
~	To: From:	NCL Emporia											
301	Greensville County	1.53 <b>6500</b>	<b>G</b> 96%	0%	1%	1%	1%	0%	С	0.095	0.628	6900	G
	To	40-614 Otterdam R											
201	Greensville County	2.77 <b>3800</b>	<b>G</b> 96%	0%	1%	1%	1%	0%	F	0.094	0.545	4100	G
301	Tor	Sussex County Lin		U /0	1 /6	1 /0	1 /0	0 /0	'	0.034	0.545	7100	G
	From:	Greensville County I											
301 ∖Blue Star Hwy	Sussex County	0.78 <b>3800</b>	<b>N</b> 96%	0%	1%	1%	1%	0%	Ν	0.094	0.545	4100	Ν
~ <i>_</i>	To	I-95											

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

								Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:		I-95												
301 Blue Star Hwy	Sussex County	2.91	3400	G	96%	0%	1%	1%	1%	0%	F	0.098	0.635	3500	G
~	Too	SI	R 139 Jarra	ntt			<b>—</b> —								
301 Blue Star Hwy	Sussex County	4.00	980	G	94%	1%	1%	1%	3%	0%	С	0.138	0.660	1000	G
<del></del>	то:	01	645 Owen	Dd											
Blue Star Hwy	Sussex County	3.93	800	G	94%	1%	1%	1%	3%	0%	F	0.107	0.539	830	(
301)-101 01111111	T-							.,.			•				
Blue Star Hwy	Sussex County	2.77	91-734 <b>870</b>	G	94%	1%	1%	1%	3%	0%	F	0.107	0.539	900	(
301 Bide Star riwy	Sussex County	2.11		<u> </u>	34 /6	1 /0	1 /6	1 /0	J /6	0 /6	•	0.107	0.559	300	`
Bus	To: From:		SR 40												
301 (40) Blue Star Hwy	Sussex County	0.02	2500	G	92%	1%	1%	4%	2%	0%	С	0.08	0.544	2600	(
$\sim$	To	SC	L Stony Cr	eek											
Bus	Town of Character (Mainte Od)				000/	10/	10/	40/	00/	00/	N.	0.00	0.544	0000	,
301 40	Town of Stony Creek (Maint: 91)	0.22	2500	N	92%	1%	1%	4%	2%	0%	N	0.08	0.544	2600	١
→	To: From:		BUS SR 40				<del> </del>								
Blue Star Hwy	Sussex County	3.52	1900	G	92%	2%	1%	0%	5%	0%	F	0.081	0.526	1900	(
<del>~</del>	To: From:		George Cou												
Grater Rd	Prince George County	2.69	880	G	92%	2%	1%	0%	5%	0%	С	0.110	0.510	900	(
501) 014101 114	es desige esamy							0,0	0 / 0	0 / 0	Ū	01110	0.0.0		
Crotor Dd	Prince Coarge County		74-623 Rov <b>1500</b>	vanty Ro G	92%	2%	10/	0%	E0/	0%	F	0.095	0 E11	1600	
Crater Rd	Prince George County	3.86	5 Courtland		92%	2%	1%	0%	5%	0%	Г	0.095	0.511	1600	(
	From:		valid Overl												
301 (35) Courtland Rd	Prince George County	0.72	980	G	84%	1%	1%	1%	14%	0%	F	0.09	0.730	1000	(
	To:	<< In	valid Overl	ap >>											
	From:		5 Courtlan								_				
Prince George Dr	Prince George County	0.17	2100	G	91%	2%	3%	1%	3%	0%	F	0.091	0.527	2200	(
<del>~ °</del>	To: From:	SR 156	Prince Ge	orge Dr											
Crater Rd	Prince George County	4.24	1900	G	97%	0%	0%	1%	2%	0%	С	0.104	0.73	2000	(
~	To		I-95												
Crater Rd	Prince George County	2.25	6500	G	99%	0%	0%	0%	0%	0%	С	0.092	0.679	6700	(
	То	SC	L Petersbu	ıro											
Crater Rd	City of Petersburg	0.21	10000	G G	99%	0%	0%	0%	0%	0%	F	0.086	0.611	11000	(
501)															
Grater Rd	City of Petersburg	0.90	Rives Rd 12000	G	99%	0%	0%	0%	0%	0%	С	0.09	0.612	12000	(
S01 Crater Nu	Oity of Fetersburg				99 /6	0 /0	0 /0	0 /6	0 /0	0 /6	C	0.09	0.012	12000	,
~~	To: From:		Wagner Rd												
Crater Rd	City of Petersburg	0.43	24000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.504	26000	(
~	To: From:		Flank Rd												
Grater Rd	City of Petersburg	0.87	25000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.511	26000	(
~	To	ALT US	S 301 Syca	more St											

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

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
	From:	ALT U	S 301 Sycar	more St												
301 Crater Rd	City of Peters	burg 0.26	17000	G	99%	0%	1%	0%	0%	0%	С	0.083		0.515	18000	C
	То		South Blvd													
301 Crater Rd	From:L City of Petersl		24000	G	99%	0%	1%	0%	0%	0%	F	0.083		0.52	26000	(
301)	7F								- , -	- , -						
Bus	From:		5, Bus US 4	160												
301 (460) Crater Rd	City of Petersburg (	· · · · · · · · · · · · · · · · · · ·	12000	N	99%	0%	1%	0%	0%	0%	Ν	0.081		0.524	13000	1
<del></del>	To:	I-95; Bus U														
Bus Cratar Dd	City of Dotoro		ce Jurisdicti		ge 99%	0%	1%	00/	0%	0%	С	0.081		0.524	12000	(
301 460 Crater Rd	City of Petersl	-	12000	G	99%	0%	170	0%	0%	0%	C		_		13000	,
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									0.087	F	0.507	NA	
Bus	To: From:	SR 36, B	us US 460	Wythe S	t											
301 (460 Crater Rd	City of Petersl	burg 0.10	8400	G	99%	0%	1%	0%	0%	0%	F	0.087		0.541	9000	(
301)(480)	Combined Traffic Estimates for Parallel I		NA	-								0.09	F	0.559	NA	
	- F											0.00	•	0.000		
Crotor Dd	From:	SR 36 Par, Bus				00/	10/	00/	00/	00/	F	0.004		0.500	4700	
36 Crater Rd	City of Petersl	-	4400	G	99%	0%	1%	0%	0%	0%	г	0.094	_	0.563	4700	(
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									0.094	F	0.555	NA	
~	To: From:		301 Par, Baı	nk St												
(36) Crater Rd	City of Peters	burg 0.14	2600	G	97%	0%	1%	1%	0%	0%	F	0.09		0.759	2800	(
~ •	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	6800	G	97%	0%	1%	1%	0%	0%	F	NA			7300	
	To:	В	ollingbrook	St												
Pollingbrook Ct	City of Detect	bura 0.23	Crater Rd		97%	0%	1%	1%	0%	0%	С	0.096		0.677	3700	
Bollingbrook St	City of Petersl	•	3400	G							_		_			
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	8000	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	8500	
~ _	To: From:		5th St													
36 Bollingbrook St	City of Peters	burg 0.15	4100	G	97%	0%	1%	1%	0%	0%	F	0.099		0.742	4400	
~ •	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	
	To:		3rd St													
ALT DAIL	ngbrook St City of Petersl		ALT US 301		97%	00/	10/	10/	00/	00/	_	0.407		0.707	4000	
$\begin{array}{c} 301 \end{array} \begin{array}{c} 1 \end{array} \begin{array}{c} 301 \end{array} \begin{array}{c} 36 \end{array} \begin{array}{c} \text{Bollir} \end{array}$		_	4300	G	97%	0%	1%	1%	0%	0%	г	0.107	_		4600	(
	Combined Traffic Estimates for Parallel I		NA	. a.								0.104	F	0.82	NA	
	From:	US	S 1 Par, 2nd N RT 1	St												
301 1 2nd St	City of Petersl	burg 0.35	12000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.622	13000	
	To:		Colonial He							-,-	-					
	From:		CL Petersbu													
Boulevard	City of Colonial F	Heights 0.53	12000	F	99%	0%	0%	0%	0%	0%	F	0.098		0.583	13000	
~~	To		Dupuy Ave													
Boulevard	From: City of Colonial H		19000	F	99%	0%	0%	0%	0%	0%	F	0.085		0.535	20000	
Boulevard	Ta:		ynchburg A		00 /0	0 /0		J /0	J /U	0 /0	•	0.000		0.000	_5555	
	From:		Vestover Av													
Boulevard	City of Colonial F	Heights 0.33	20000	Α	99%	0%	0%	0%	0%	0%	С	0.103		0.519	21000	,
~~~	To:	Brai	nders Bridge	e Rd												

5/2/2016

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

	1			4	_		Tru	ıck		00	K	Dir	A A \ A \ D T	- 014
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
~~ Paulauand	From:	Branders Brid		000/	00/		00/	00/	00/	_	0.004	0.500	05000	_
301) 1 Boulevard	City of Colonial Heights	0.26 23000	F	99%	0%	0%	0%	0%	0%	F	0.081	0.503	25000	F
Paulayard	City of Colonial Heights	Temple A 0.74 22000		000/	0%	0%	00/	0%	0%	F	0.00	0.530	04000	F
301 1 144 Boulevard	City of Colonial Heights			99%	0%	0%	0%	0%	0%	Г	0.09	0.530	24000	Г
301) 1 (144) Boulevard	City of Colonial Heights	<u>Lakeview A</u> 0.17 23000		99%	0%	0%	0%	0%	0%	F	0.088	0.517	25000	F
301) (1) (144) Boulevard	City of Colonial Heights			99%	076	0%	0%	0%	0%	Г	0.000	0.317	25000	Г
Paulauard	City of Colonial Heights	Ellerslie A		000/	0%	0%	0%	0%	0%	F	0.001	0.501	20000	F
301 1 144 Boulevard	City of Colonial Heights	0.19 26000	F	99%	0%	U% 	0%	0%	0%	Г	0.091	0.501	29000	Г
~~~	From:	Sherwood A		000/	00/		00/	00/	201		0.000	0.54	22222	
01) 1 144)Boulevard	City of Colonial Heights	0.62 <b>28000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	0.54	30000	G
~~~~	Too From:	NCL Colonial				$\neg$				_				
1 (144) Jefferson Davis Hwy	Chesterfield County	0.22 22000	F	99%	0%	0%	0%	0%	0%	F	0.09	0.558	24000	F
~ ~	To: From:	SR 144 Harrow												
301 (1) Jefferson Davis Hwy	Chesterfield County	1.32 17000	F	98%	0%	1%	0%	0%	0%	С	0.091	0.572	19000	F
~ ~	To: From:	20-620 Woods I				\Box								
301)(1) Jefferson Davis Hwy	Chesterfield County	0.14 16000	F	98%	0%	1%	0%	0%	0%	F	0.088	0.571	18000	F
~ ~	To: From:	20-619 Нарру	Hill Rd											
01 (1) Jefferson Davis Hwy	Chesterfield County	2.44 15000	F	98%	0%	1%	0%	0%	0%	F	0.087	0.535	17000	F
<i>></i>	Too From:	20-618 Old Bermuda	Hundred	Rd										
01) (1) Jefferson Davis Hwy	Chesterfield County	0.90 20000	F	98%	0%	1%	0%	0%	0%	F	0.09	0.566	22000	F
	To: From:	SR 10 West Hui	ndred Rd			<u> </u>								
01) (1) Jefferson Davis Hwy	Chesterfield County	1.65 23000	F	98%	0%	1%	0%	0%	0%	F	0.094	0.615	25000	F
~~	Tox	SR 288				\neg								
301 (1) Jefferson Davis Hwy	Chesterfield County	1.62 17000	F	95%	1%	1%	1%	1%	0%	F	0.087	0.592	19000	F
	To	SR 145 Chest	ter Rd			<u> </u>								
01 (1) Jefferson Davis Hwy	Chesterfield County	2.41 20000	F	95%	1%	1%	1%	1%	0%	С	0.09	0.627	22000	F
	Toc	SR 150 Chippenh	nam Pkwy											
801 (1) Jefferson Davis Hwy	Chesterfield County	1.17 19000		95%	1%	1%	1%	2%	0%	F	0.088	0.592	20000	F
	To	SCL Richm	ond											
01) 1 Jefferson Davis Hwy	City of Richmond	2.13 15000		95%	1%	1%	1%	2%	0%	F	0.080	0.568	16000	G
***************************************	To	Bellmeade												
01 / 1 Jefferson Davis Hwy	City of Richmond	0.86 13000		95%	1%	1%	1%	2%	0%	С	0.099	0.557	14000	A
	To	Hopkins I								-				
01 1 Jefferson Davis Hwy	City of Richmond	1.01 18000		95%	1%	1%	1%	2%	0%	F	0.087	0.516	20000	F
555.55 22	To To			5570	. /0		. ,0	_,0	0 /0	•	0.00,	0.010	_3000	
R01 1 Cowardin Ave	City of Richmond	US 360 Hu 0.39 22000		95%	1%	1%	1%	2%	0%	F	0.088	0.565	24000	F
Owardin Ave	City of Alcrimond	0.39 22000 Semmes A		3370	1 70	1 70	1 70	~ 70	U 7/0	Г	0.000	0.565	24000	

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	r AAWDT	7 QW
	From:	Semmes A	ve											
301 1 Lee Bridge	City of Richmond	0.76 32000	F	97%	1%	1%	0%	0%	0%	F	0.097	0.56	37000	F
	To: From:	2nd St												
301 1 Belvidere St	City of Richmond	0.92 27000	F	97%	1%	1%	0%	0%	0%	F	0.093	0.54	31000	F
\bigcirc	Toc	Franklin	St			—								
301 1 Belvidere St	City of Richmond	0.15 35000		97%	1%	1%	0%	0%	0%	F	0.085	0.54	39000	F
	Tot	US 250 Broa	ad St											
301 1 Belvidere St	City of Richmond	0.40 37000		97%	1%	1%	0%	0%	0%	F	0.083	0.61	41000	G
	Τα	Chamberlayn	e Ave											
~~~~	From:	Belvidere												
(301) (1) Chamberlayne Ave	City of Richmond	1.02 <b>21000</b>	F	97%	1%	1%	0%	0%	0%	С	0.085	0.60	24000	F
<u>~</u> ~	To: From:	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	0.60	23000	F
$\bigcirc$	To	Brookland Par	k Blvd											
(301) (1) Chamberlayne Ave	City of Richmond	0.86 <b>16000</b>	F	97%	1%	1%	0%	0%	0%	С	0.093	0.63	18000	F
	To	Laburnum .	Ave											
301 1 Chamberlayne Ave	City of Richmond	0.26 14000		98%	1%	1%	0%	0%	0%	F	0.094	0.618	16000	F
	To	Claremont .	Avia											
301 1 Chamberlayne Ave	City of Richmond	0.94 <b>15000</b>		98%	1%	1%	0%	0%	0%	С	0.099	0.57	7 17000	F
301) (1) Shamoshayine 7110	To To				. , ,		0 / 0	0,70	0 / 0	Ū	0.000	0.07		•
301 2 Chamberlayne Ave	City of Richmond	Azalea A 0.04 <b>14000</b>		97%	1%	1%	0%	1%	0%	F	0.103	0.57	15000	F
2 Chamberlayne Ave	Oity of Filefilliona			31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	'	0.103	0.57	13000	'
Character de la Caracter rom	NCL Richm		070/	40/	10/	00/	40/	00/	_	0.000	0.50	10000		
2 Chamberlayne Ave	Henrico County	0.55 <b>18000</b>	G	97%	1%	1%	0%	1%	0%	С	0.096	0.56	19000	G
~~~	To: From:	I-95												
(301) (2) Chamberlayne Ave NB	Henrico County	0.90 9200	G	98%	0%	1%	0%	1%	0%	F	0.126		9800	G
Combined Traffi	c Estimates for 2 Parallel Roadways	on this Route: 21000	G	98%	0%	1%	0%	1%	0%	F	0.117	F 0.78	22000	G
	To: From:	Upham I												
301 (2) Chamberlayne Ave	Henrico County	1.57 22000	G	98%	0%	1%	0%	1%	0%	F	0.119	0.66	23000	G
\bigcirc	To: From:	Parham R	Rd											
301 2 Chamberlayne Ave	Henrico County	0.17 36000	G	98%	0%	1%	0%	1%	0%	С	0.11	0.67	38000	G
\bigcirc	Tα	Hanover Coun	_											
Chambaulauna Bd	From:	Henrico Coun	•	000/	00/	10/	00/	10/	00/	_	0.400	0.70	7 40000	_
2 Chamberlayne Rd	Hanover County	0.40 38000	G	98%	0%	1%	0%	1%	0%	F	0.108	0.73	40000	G
~~~	To: From:	I-295				_}								
(301) (2) Chamberlayne Rd	Hanover County	1.87 <b>25000</b>	G	98%	0%	1%	0%	1%	0%	С	0.096	0.62	26000	G
<del></del>	Toe From:	42-640 Shady G	rove Rd											
(301) 2 Chamberlayne Rd	Hanover County	1.30 <b>18000</b>	G	98%	0%	1%	0%	1%	0%	F	0.091	0.588	19000	G
$\smile$	To	42-643 New Ashcake Ro	l; Rural P	oint Rd										

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

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle	-		QC	Factor Q	K Factor	AAWDT	QV
~~~	From:	42-643 New Ashcake Rd; R						2-1	_				
301 2 Chamberlayne Rd	Hanover County	1.27 12000	G 98%	0%	1%	0%	1%	0%	F	0.127	0.761	13000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	42-653 Whippoorw											
301 2 Hanover Courthouse Rd	Hanover County	2.58 <b>9100</b>	<b>G</b> 95%	0%	1%	1%	3%	0%	F	0.14	0.798	9400	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	42-651 Georgetow											
301 (2) Hanover Courthouse Rd	Hanover County	2.94 9200	G 95%	0%	1%	1%	3%	0%	С	0.133	0.767	9500	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	SR 54 Patrick Henr	•										
301) (2) Hanover Courthouse Rd	Hanover County	1.64 6200	G 95%	0%	1%	1%	3%	0%	F	0.149	0.742	6400	G
~ ~	To: From:	Caroline County I Hanover County I			_								
301 2 Richmond Tpke	Caroline County	3.16 4800	G 95%	0%	1%	1%	3%	0%	F	0.089	0.647	4900	G
1	To	SR 30 Dawn Boule											
301 2 Richmond Tpke	Caroline County	4.44 3700	G 90%	1%	1%	2%	7%	0%	F	0.088	0.530	3800	
2)	то			. , 0		_,,	. ,0	0 / 0	•	0.000	0.000	0000	_
301 (2) Richmond Tpke	Caroline County	16-647 Doggetts Fo 7.50 3200	G 90%	1%	1%	2%	7%	0%	С	0.094	0.575	3200	(
2 Richmond Tpke	- Caroline Gounty			1 /0	1 70	270	1 /0	0 70	J	0.054	0.575	3200	
Dishmond Take	From:	16-721 Near De Jai 2.46 5600	G 90%	10/	10/	20/	7%	00/	F	0.00	0.567	E000	_
2 Richmond Tpke	Caroline County			1%	1%	2%	170	0%	Г	0.09	0.567	5800	G
~~~	To: From:	SCL Bowling Gre		40/		00/	70/	00/		0.00	0.507	5000	_
301 2 Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11 <b>5600</b>	N 90%	1%	1%	2%	7%	0%	N	0.09	0.567	5800	١
~~	To: From:	Bus US 301 Mair											
Richmond Tpke	Town of Bowling Green (Maint: 16)	0.23 <b>5600</b>	N 90%	1%	1%	2%	7%	0%	Ν	0.09	0.567	5800	١
~	To: From:	SR 207											
Richmond Tpke	Town of Bowling Green (Maint: 16)	1.03 <b>11000</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.081	0.583	10000	(
<del></del>	To: From:	Bus US 301, Bus SR 207 B	Broaddus Ave										
A P Hill Blvd	Town of Bowling Green (Maint: 16)		<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.086	0.627	11000	G
~	To:	NCL Bowling Green; 16-608											
301 A P Hill Blvd	Caroline County	16-608 Lakewood 9.90 <b>8500</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.082	0.573	8100	
301 ) 1 21.00	- F			1 /0		0 70	0 70	0 70	•	0.002	0.070	0100	
301 A P Hill Blvd	Caroline County	US 17 Tidewater 7	<u>Frail</u> <b>G</b> 89%	1%	1%	1%	8%	1%	С	0.092	0.622	13000	
301 ) A F Till Blvd	Caroline County			1 /0	1 /0	1 /0	0 /0	1 /0	C	0.092	0.022	13000	
A D Hill Divid	To:	SCL Port Roya		10/	10/	10/	00/	10/	N.I.	0.000	0.000	10000	_
A P Hill Blvd	Town of Port Royal (Maint: 16)	0.47 <b>13000</b>	N 89%	1%	1%	1%	8%	1%	N	0.092	0.622	13000	1
~~	From:	NCL Port Roya		,		16:		101					
A P Hill Blvd	Caroline County	0.29 13000	N 89%	1%	1%	1%	8%	1%	N	0.092	0.622	13000	١
-	From	King George County Caroline County I											
301 James Madison Pkwy	King George County	3.05 <b>13000</b>	<b>G</b> 93%	1%	1%	0%	5%	0%	F	0.088	0.583	13000	G
· · · · · · · · · · · · · · · · · · ·	To	48-623 Jersey R											
301 James Madison Pkwy	King George County	2.05 <b>13000</b>	G 93%	1%	1%	0%	5%	0%	F	0.089	0.597	13000	G
301 Carros Madicon Filmy	To:	SR 3 Kings Hw		1 /0		0 /0	3 /0	0 /0	•	0.000	0.007	. 5000	Č

5/2/2016

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

			iu miersiale					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT Q	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR	R 3 Kings Hwy					•								
301 James Madison Pkwy	King George County	1.91	14000 (	G	93%	1%	1%	0%	5%	0%	F	0.087		0.609	14000	G
<u> </u>	To From:	SR	205 Ridge Rd				$\neg$ $\vdash$									
(301) James Madison Pkwy	King George County	5.91	16000	A	93%	1%	1%	0%	5%	0%	С	0.137		0.602	15000	Α
<u> </u>	To From:	SR 2	218 Windsor Dr	·												
301 James Madison Pkwy	King George County	0.56	23000	G	93%	1%	1%	0%	5%	0%	F	0.095		0.760	22000	G
<u> </u>	To- From-	SR 2	206 Dahlgren Rd	1												
301 James Madison Pkwy	King George County	3.58	26000 (	G	93%	1%	1%	0%	5%	0%	F	0.091		0.696	25000	G
<u> </u>	To:	Mar	yland State Line	•												
~~~	From:	US 301; 40-689			RT 95											
(301)Ramp	Greensville County	0.23		G								0.095			1900	G
<u> </u>	10:		N FROM RT 30													
	From:		0 FROM RT 30									0.000			1000	_
301 Ramp	Greensville County	0.53	1000 (S FROM RT 30	G								0.099			1000	G
	From															
301 Ramp	Sussex County	0.23	01 Blue Star Hw 570 (g G								0.091			570	G
(301)	To:		I-95 North									0.001			0,0	Ğ
	From:		017A TO AND	FRO	M 95											
(301)Ramp	Sussex County	0.25		G								0.147			490	G
	To:	I-95-9	S FROM RT 30	1												
	From:		301 Crater Rd													
(301)Ramp	Prince George County			G								0.108			490	G
<u> </u>	To:		I-95 South													
~~~ <u>~</u>	From:		301 TO RT 95									0.4.40			0000	•
(301) Ramp	Prince George County		<b>2000</b> (N FROM RT 30	G								0.146			2000	G
	From															
301 Ramp	Prince George County		301 TO RT 95	G								0.098			660	G
(301) Hamp	To:		5-S FR RT 301	<u> </u>								0.000			000	G
	From:		US 301													
(301) Ramp	City of Petersburg (Maint:	: 74) 0.19		G								0.077			6900	G
	To:		5 Collector Rd													
North	From:	US 301; 123-9012	GRAHAM RD	) & R(	O RT 95											
(301)Ramp	City of Petersburg (Maint:	•		G								0.081			1800	G
<u> </u>	Τα:	I-95-S050X FR	OM ROUTE 30	01 NO	RTH											
North	From:		Chamberlayne A													
(301) Ramp	Henrico County	0.03		G								0.105			3900	G
<u>~</u>	Tor		I-95 North													

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
North	From		Chamberlay													
Ramp	Hanover Co	ounty 0.44	5600	G								0.146			5600	G
<del>~</del>	10	x	I-295 East													
North Pamp	Hanover Co		301 TO RT 2	95 <b>G</b>								0.134			5900	G
Ramp	Tianovei Co		FR RT 301 &									0.134			3900	
South Bus	From		301 Crater R		,											_
301 (460 Ramp US 301 S	to I-95 S at Exit ??? City of Petersburg		750	G	98%	1%	1%	0%	1%	0%	F	0.114			790	(
301)(400)	To		I-95, US 460													
South	From	us US	301 TO RT 2	95												
Ramp	Hanover Co		3800	G								0.095			3800	(
<i></i>	То	: I-295-E	FROM RT 30	01 & 2	r											
outh	From	US	301 TO RT 2													
Ramp	Hanover Co		1400	G								0.118			1400	(
<del>~</del>	To	I-295-W	FR RT 301 &	& 2OL												
~~	From		301 Crater S								_					
36) Bank St	City of Peters	-	4500	G	97%	0%	1%	2%	1%	0%	С	0.099	_	0.547	4800	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8000	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	8500	(
~	To	Y Y	5th St													_
3 _β 1 (3 ₆ ) Bank St	City of Peters	-	4200	G	97%	0%	1%	2%	1%	0%	F	0.083	_		4500	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	(
ALT	To From	x x	3rd St													
301 $1$ $301$ $36$ Bank	St City of Peters	sburg 0.09	4000	G	97%	0%	1%	2%	1%	0%	F	0.095			4300	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8300	G	97%	0%	1%	1%	0%	0%	F	NA			8900	(
	То	ALT U	JS 301 Par, 21	nd St												
~~ ~	From	Ramp	from I-95 N	orth												
301 (2) Chamberlayne Av		,	12000	G	98%	0%	1%	0%	1%	0%	F	0.149		0.706	12000	(
$\rightarrow$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	0%	1%	0%	F	0.117	F	0.784	22000	(
	10	X.	Upham Dr													
~~	From		2US 301-P									0.4.40			7000	,
Ramp	Henrico Co		<b>7200</b> I-95 South	G								0.143			7200	(
	T	•														_
Ramp	Henrico Co		P TO RT 95 I <b>180</b>	G G	H							0.155			180	(
301 (1 14111)	To		I-95 North	<u> </u>								0.133			100	`
ALT	From		301 Crater R	d			$\dashv$									_
301 Sycamore St	City of Peters	US	8500	G	99%	0%	1%	0%	0%	0%	F	0.081		0.51	9100	(
501)-7	2, 311 0.000					- / •		- / 0	- / 0	- / •	,					Ì
ALT	From	1.	South Blvd													
ALT 301 Sycamore St	City of Peters	sburg 0.95	6500	G	99%	0%	1%	0%	0%	0%	С	0.086		0.568	7000	

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		North Blvd													
301 Sycamore St	City of Petersburg	0.42	11000	G	99%	0%	1%	0%	0%	0%	F	0.083		0.585	12000	G
ALT	To: From:		Graham Rd													
301 Sycamore St	City of Petersburg	0.56	11000	G	99%	0%	1%	0%	0%	0%	F	0.087		0.536	12000	G
	To:	U	S 1 Wythe S	St												
ALT Bus	From:	0.20	US 1		97%	1%	10/	10/	10/	00/	_	0.088			17000	0
301 (1) (460) (36) Wyth	ne St City of Petersburg  Combined Traffic Estimates for Parallel Roadw		16000 NA	G	97%	170	1%	1%	1%	0%	Г	0.088 NA			17000 NA	G
	To:	•	S 460 Jeffers	son St								INA			INA	
ALT	From:		US 460 Wyth													
301 1 Jefferson St	City of Petersburg	0.09	4200	G	97%	1%	1%	1%	1%	0%	F	0.081		0.748	4500	G
<b>~ ~</b>	Combined Traffic Estimates for Parallel Roadw	vays on this Route:	NA									0.129	F	0.624	NA	
ALT.	To:	Bus US 46	60 Par, Wash	nington	St											
ALT 301 1 Jefferson St	City of Petersburg	0.26	930	G	97%	1%	1%	1%	1%	0%	F	0.101		0.512	1000	G
301) (1) 301131131	Combined Traffic Estimates for Parallel Roadw		NA	<u>.</u>	0.70	. , 0	. , 0	. , ,	. , 0	0 / 0	•	0.119	F	0.701	NA	<b>.</b>
	To	.,	Henry St													
ALT	From:															
301 1 3rd St	City of Petersburg	0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.094	_	0.521	420	G
	Combined Traffic Estimates for Parallel Roadw	vays on this Route:	NA									0.104	F	0.632	NA	
ALT	To: From:	US 3	301 Par, Ban	k St												
301 1 3rd St	City of Petersburg	0.05	430	G	97%	1%	1%	1%	1%	0%	F	0.122		0.555	460	G
$\smile$	Combined Traffic Estimates for Parallel Roadw	vays on this Route:	NA									0.107	F	0.569	NA	
A1 T	To:		1 Bollingbro													
ALT 301 301 1 36 Bolli	ngbrook St City of Petersburg	0.08	4300	G Srd St	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4600	G
301 (301) (1) (36) Bolli	Combined Traffic Estimates for Parallel Roadw		NA	ŭ	0.70	0 70	1 /0	1 70	0 70	070	•	0.104	F	0.82	NA	ŭ
	To	iayo on ano i toato.	US 301									0	•	0.02		
ALT	From:	U	S 1 Wythe S	St												
Sycamore St	City of Petersburg	0.09	8500	G	98%	0%	1%	0%	0%	0%	F	0.084		0.595	9100	G
	Combined Traffic Estimates for Parallel Roadw	vays on this Route:	NA									NA			NA	
	То		460 Washin													
ALT Bus Bus Was	hington St City of Petersburg	Bı	us US 460 Pa 18000	ar G	97%	1%	1%	1%	1%	0%	F	0.089			20000	G
(301)(460)(460) (36) Was	Combined Traffic Estimates for 2 Parallel Roadw			G	97%	1%	1%	1%	1%	0%	' F	0.069 NA			37000	G
	- F	•				1 /0	1 /0	1 /0	1 /0	U /0	'	1477			37000	u
ALT	To: From:		460 Washin	gton St												
(301) Adams St	City of Petersburg	0.06	11000	G	98%	0%	1%	0%	0%	0%	F	0.091		0.535	11000	G
~	Combined Traffic Estimates for Parallel Roady	vays on this Route:	NA									NA			NA	
	To:		Franklin St													

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
ALT	From:	Frank												
301 Adams St	City of Petersburg	0.16 <b>94</b>	00 G	98%	0%	1%	0%	0%	0%	С	0.087	0.562	10000	G
	Combined Traffic Estimates for Parallel Roadway	s on this Route: N	Α								NA		NA	
	Тох	Henr	ry St											
Bus	From:	US	301											
301 2 Main St	Caroline County	0.22 49	00 G	97%	0%	1%	1%	1%	0%	F	0.089	0.531	5000	G
	Too	SCL Bow	lina Cusan											
Bus	From:													
301 ( 2 ) Main St	Town of Bowling Green (Maint:			97%	0%	1%	1%	1%	0%	С	0.090	0.531	4900	G
<del></del>	To:	Bus S												
Bus	Town of Bowling Green (Maint:	SR 2 N		97%	0%	1%	10/	1%	00/	F	0.09	0.600	2900	G
301	Town of Bowling Green (Maint.	16) 0.27 <b>28</b>	00 G	9770	076	1 70	1%	1 70	0%	Г	0.09	0.633	2900	G
Rus	To: From:	ECL Bow	ling Green											
Bus 301 )	Caroline County	0.27 <b>21</b>	00 G	97%	1%	1%	1%	1%	0%	С	0.089	0.520	2100	G
301)	To:	US 301 North of								_		5.525		-
	From:	US 501 P												
304)Seymour Dr	Town of South Boston	0.08 28		95%	1%	1%	2%	1%	0%	F	0.091	0.603	3000	G
304) 669111661 21	Town or Godin Boston			0070	1 70	170	270	1 /0	0 /0	•	0.001	0.000	0000	ď
	To: From:	US 501												
304 Seymour Dr	Town of South Boston	0.38 <b>29</b>	00 G	95%	1%	1%	2%	1%	0%	С	0.100	0.516	3100	G
<u> </u>	To: From:	Marsh	nall St											
304) Seymour Dr	Town of South Boston	0.25 <b>27</b>	00 G	95%	1%	1%	2%	1%	0%	F	0.099	0.504	2900	G
$\smile$	Tα	US 360 John I	Randolph Blv	d										
	From:	SR 211 W C	old Cross Rd											
305)George Collins Parkway	Town of New Market (Maint: 8			98%	0%	0%	1%	1%	0%	С	0.211	0.686	170	G
<i>y</i>	To:	,	ark Entrance											
	From:	US 60 War	rwick Blvd											
306) Harpersville Rd	City of Newport News	0.88 <b>94</b>		98%	1%	1%	0%	0%	0%	С	0.092	0.568	10000	G
300)	To:	US 17, SR 143					-,-			_		5.555		-
	From	•												
207	Prince Edward County	2.83 <b>55</b>		91%	1%	1%	1%	6%	1%	С	0.115	0.566	5300	Α
307)	To:	Nottoway (		31/6	1 /0	1 /0	1 /0	0 /0	1 /0	C	0.113	0.500	3300	^
	From:	Prince Edward	_											
307)Holly Farm Rd	Nottoway County	5.42 <b>55</b>		91%	1%	1%	1%	6%	1%	F	0.089	0.502	5300	G
307)	To:	Amelia Co												
	From:	Nottoway C												
307)Holly Farms Rd	Amelia County	1.07 <b>60</b>	00 F	91%	1%	1%	1%	6%	1%	F	0.084	0.509	5800	F
$\smile$	To:	US 360 Patric	k Henry Hwy	7										
	From:	US 58 South	ampton Pkwv											
308)Three Creeks Rd	Southampton County	3.65 <b>4</b> 4		92%	1%	2%	2%	4%	0%	С	0.106	0.681	460	F
	To	87-612 Riv	_			1								

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	SR 123 Dolley N	Madison Blvd			2, 0.00	017100	TTTGII	Liian		1 40101	1 40101		
309)Old Dominion Dr	Fairfax County	2.81 1800		97%	1%	1%	0%	0%	0%	F	0.094	0.527	19000	F
300)	To:	Arlington Co												
	From:	Fairfax Cou												
309)Old Dominion Dr	Arlington County	1.18 <b>150</b> 0	00 G	97%	1%	1%	0%	0%	0%	F	0.107	0.524	16000	(
$\overline{}$	To: From:	SR 120 GI	ebe Rd			$\neg$ $\vdash$								
309)Old Dominion Dr	Arlington County	0.59 <b>130</b> 0	00 G	97%	1%	1%	0%	0%	0%	С	0.123	0.66	14000	(
	To:	US 29 Le	а Нууу											
309) (29) Old Dominion Dr	Arlington County	0.05 <b>330</b> 0		98%	1%	1%	0%	0%	0%	F	0.103	0.634	37000	(
309 (29) Old Dominion Dr	y				1 70	1 /0	0 70	0 /0	0 70		0.100	0.004	07000	`
	From:	US 29 Old Dominion			40/		00/	00/	201	_	0.440	0.000	0400	
309 Lee Highway	Arlington County	0.70 580		97%	1%	1%	0%	0%	0%	F	0.110	0.638	6100	(
	10.	US 29 Lee Hwy	y, Quincy St											
	From:	College								_				
311)Thompson Memorial Dr	City of Salem	0.17 <b>650</b>	0 F	98%	0%	1%	0%	1%	0%	F	0.111	0.613	7000	ı
	To: From:	Main	St			$\neg$ $\vdash$								
311)Thompson Memorial Dr	City of Salem	0.94 <b>120</b> 0	00 F	98%	0%	1%	0%	1%	0%	С	0.107	0.565	13000	
	Та	Rose	I n											
311)Thompson Memorial Dr	City of Salem	0.55 <b>120</b> 0		98%	0%	1%	0%	1%	0%	F	0.107	0.556	13000	
311) Mempeen Memerica 21	ony or careful			0070	0 70		0 70	1 /0	070	•	0.107	0.000	10000	
The same of Managerial Day	From	NCL Sa		000/	00/		00/	40/	00/	_	0.005	0.010	0000	
311 Thompson Memorial Dr	Roanoke County	1.27 <b>570</b>	0 F	98%	0%	1%	0%	1%	0%	F	0.095	0.612	6200	F
	To: From:	SR 419 Ele												
311)Catawba Valley Dr	Roanoke County	6.70 <b>910</b>	0 F	97%	0%	1%	1%	1%	0%	С	0.099	0.794	9900	I
$\smile$	To: From:	80-779 Catawb	a Creek Rd			$\neg$ $\vdash$								
311)Catawba Valley Dr	Roanoke County	0.52 <b>510</b>		95%	0%	1%	2%	2%	0%	С	0.101	0.746	5300	
,	То	00 705 Pl 1												
311)Catawba Valley Dr	Roanoke County	80-785 Black 2.54 <b>480</b>		95%	0%	1%	2%	2%	0%	F	0.099	0.764	5000	-
311 Calawba valley bi	Todalloke County	Craig Cour		JJ /6	0 /6	1 /0	2 /0	2/0	0 /6	'	0.033	0.704	3000	'
	From:	Roanoke Co	_											
311)Craig Valley Dr	Craig County	9.38 <b>380</b>		95%	0%	1%	2%	2%	0%	F	0.102	0.771	3900	(
	То	CCL N	C41-			<del></del> 1								
311)Salem Ave	Town of New Castle (Maint: 22)	SCL New 0.18 <b>380</b>		95%	0%	1%	2%	2%	0%	N	0.102	0.771	3900	1
311 Salem Ave	Town of New Gastie (Maint. 22)			<i>33</i> /6	0 /6	1 /0	2 /0	2/0	0 /6	IN	0.102	0.771	3300	
	To: From:	SR 42 Nev												
311)Salem Ave	Town of New Castle (Maint: 22)	0.18 <b>170</b>	0 G	93%	1%	2%	1%	3%	0%	F	0.103	0.674	1700	(
$\smile$	To: From	NCL New	Castle			$\Box$ $\vdash$								
311)	Craig County	5.02 <b>170</b>	0 N	93%	1%	2%	1%	3%	0%	Ν	0.103	0.674	1700	1
$\smile$	Τα	22-658 Near C												
	From:	22-658 Johns										<del></del>		
311) Paint Bank Rd	Craig County	7.40 <b>280</b>		93%	1%	2%	1%	3%	0%	F	0.118	0.776	290	(
<u> </u>	To	22-602 Back	Valley Rd											

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

								Tru	ıck			Κ	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor QK	Factor	AAWDT	QW
	From:		2 Back Valle	_											
311 Paint Bank Rd	Craig County	3.66	340	G	93%	1%	2%	1%	3%	0%	С	0.104	0.714	350	G
	To From:		8 Paint Bank												
311) Potts Creek Rd	Craig County	3.39	190	G	93%	1%	2%	1%	3%	0%	F	0.11	0.652	200	G
	To: From:		/irginia State												
(311) Kanawha Trail	Alleghany County	6.62	730	G	87%	0%	1%	1%	11%	0%	С	0.1	0.725	770	G
	To: From:		Dunlap Cre												
(311) Kanawha Trail	Alleghany County	5.87	500	G	97%	0%	1%	1%	1%	0%	С	0.108	0.7	530	G
	To:	West V	/irginia State	e Line											
(311) Ramp to I-81 N at Exit 128	Roanoke County	0.14	SR 311									0.112		4100	G
311 Hallip to 1-81 N at Exit 128	roalloke County	0.14	4100 I-81 N	G								0.112		4100	G
	From:		SR 311												
(311) Ramp to I-81 S at Exit 128	Roanoke County	0.15	3000	G								0.107		3000	G
(31)	To:		I-81 S	-											
	From:	US 60	0 Warwick 1	Blvd											
(312)J Clyde Morris Blvd	City of Newport News	1.11	35000	G	98%	1%	1%	0%	0%	0%	С	0.085	0.526	37000	G
	To:	US	S 17; SR14	3											
	From:		US 460												
(314)Southgate Dr	Town of Blacksburg (Maint: 60)	0.15	10000	G	98%	0%	0%	1%	0%	0%	С	0.120	0.769	11000	G
	10		Mile E US												
(316)Greenbush Rd	Accomack County	2.58	6 Fairground 3800	ds Rd <b>G</b>	97%	0%	1%	1%	1%	0%	F	0.099	0.57	3900	G
316 Greenbush Nu	Accomack County				9170	076	1 70	1 70	1 70	0%	Г	0.099	0.57	3900	G
Groonbuch Bd	Accomack County	3.16	764 Parsons 3600	Rd <b>G</b>	97%	0%	1%	10/	10/	0%	С	0.000	0.602	2700	G
Greenbush Rd	Accomack County				9170	0%	1 70	1%	1%	0%	C	0.098	0.603	3700	G
Connett Ave	Tour of Dorkolov (Moint, O1)	0.07	CL Parksley	N	97%	0%	10/	10/	10/	00/	NI	0.000	0.600	2700	N
316 Cossatt Ave	Town of Parksley (Maint: 01)		3600		9/%	0%	1%	1%	1%	0%	N	0.098	0.603	3700	IN
Canada Aug	Town of Doubles (Mainte O1)		76 Parkesley		070/	00/	10/	10/	10/	00/	F	0.101	0.701	0000	
316 Cossatt Ave	Town of Parksley (Maint: 01)	0.61	2700	G	97%	0%	1%	1%	1%	0%	г	0.104	0.731	2800	G
	To:		CL Parksley		070/	00/	10/	10/	10/	00/	N.I.	0.101	0.701	0000	
316 Hopeton Rd	Accomack County	2.68	2700	N	97%	0%	1%	1%	1%	0%	N	0.104	0.731	2800	N
Develde De	Tours of Discourse (AAs in the OA)		CL Bloxom		070/	00/	10/	40/	40/	00/		0.404	0.704	0000	
316 Bayside Dr	Town of Bloxom (Maint: 01)	0.39	2700 37 Shoremai	N n Dr	97%	0%	1%	1%	1%	0%	N	0.104	0.731	2800	N
	Franci														
317)Staunton Correctional Facility	City of Staunton (Maint: 07)	0.26	NA Greenville	Ave								NA		NA	
GIT Statistics Controlled activity	To:		est Village I	Or										. */ `	
	Prom'		Catawba Cre				1								
(320) Catawba Hospital Dr	Roanoke County	1.75	190	F	96%	2%	1%	1%	1%	0%	С	0.153	0.69	200	F
	To	80-0	698 Keffer I	Rd											

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

				·	_		Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
21)Monticello Ave	James City County	0.92 <b>23000</b>	G	99%	0%	0%	0%	0%	0%	С	0.087	0.595	23000	(
121) Worldelio Ave	taries only county			33 76	0 70	——————————————————————————————————————	0 70	0 70	0 70	J	0.007	0.555	20000	•
21)Monticello Ave	City of Williamsburg (Maint: 47)	47-615 Ironboun 0.77 <b>16000</b>	G Ka	99%	0%	0%	0%	0%	0%	F	0.093	0.541	17000	
<u> </u>	To:	Compton Dr	•											
	From:	Bus US 58 Constan												
37) Washington St	City of Suffolk	0.34 <b>6700</b>	G	97%	1%	1%	0%	0%	0%	F	0.087	0.575	7200	
	To: From:	Broad St												
Washington St	City of Suffolk	0.59 <b>6800</b>	G	97%	1%	1%	0%	0%	0%	С	0.088	0.57	7300	
Washington Ct	To From	SR 32 Main S		070/	10/	10/	00/	00/	00/		0.077	0.504	7500	
Washington St	City of Suffolk	0.20 <b>7000</b>	G	97%	1%	1%	0%	0%	0%	С	0.077	0.534	7500	
37) Washington St	City of Suffolk	9 Pinner St 0.49 <b>11000</b>	G	97%	1%	1%	0%	0%	0%	F	0.080	0.525	12000	
vasilington St	Oity of Surfoik			31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.000	0.525	12000	
Washington St	City of Suffolk	Old ECL Suffo 2.38 <b>10000</b>	G G	97%	1%	1%	0%	0%	0%	F	0.087	0.562	11000	
337)	To	Bus US 58 Portsmor		0.70	. , ,		0 70	0,0	0,70	•	0.007	0.002		
Nansemond Parkway	City of Suffolk	3.03 <b>4000</b>	G	95%	2%	1%	1%	0%	0%	С	0.099	0.547	4200	
	To	133-642 Wilroy												
Nansemond Parkway	City of Suffolk	1.40 <b>10000</b>	G	95%	2%	1%	1%	0%	0%	F	0.096	0.533	11000	
	To- From:	Whitley Land	e			—								
Nansemond Parkway	City of Suffolk	2.01 <b>8100</b>	G	95%	2%	1%	1%	0%	0%	F	0.101	0.548	8600	
<u> </u>	To: From:	SR 125 Kings F	łwy			$\neg$ $\vdash$								
Nansemond Parkway	City of Suffolk	2.52 <b>12000</b>	G	96%	1%	1%	1%	1%	0%	С	0.093	0.608	13000	
	To: From:	WCL Chesapea ECL Suffolk												
Portsmouth Blvd	City of Chesapeake	0.72 <b>13000</b>	G	96%	0%	1%	1%	2%	0%	С	0.095	0.537	13000	
	To	SR 191 Joliff I	Rd											
Portsmouth Blvd	City of Chesapeake	0.68 <b>20000</b>	G	96%	0%	1%	1%	2%	0%	F	0.093	0.563	21000	
	To: From:	I-664				$\Box$ $\vdash$								
Portsmouth Blvd	City of Chesapeake	0.60 <b>30000</b>	G	98%	0%	0%	0%	0%	0%	F	0.09	0.512	32000	
<u></u>	To: From:	Capri Circle W	est											
Portsmouth Blvd	City of Chesapeake	0.67 <b>24000</b>	G	98%	0%	0%	0%	0%	0%	С	0.092	0.503	25000	
	To: From:	Taylor Rd												
Portsmouth Blvd	City of Chesapeake	0.24 <b>26000</b>	G	98%	0%	0%	0%	0%	0%	F	0.091	0.509	28000	
	Tro- From:	Dock Landing		0051	00'		051	061	05'		0.000	6 = 25	00000	
Portsmouth Blvd	City of Chesapeake	0.49 <b>27000</b> WCL Portsmoo	G	98%	0%	0%	0%	0%	0%	F	0.089	0.500	29000	
	From	ECL Chesapea												
Portsmouth Blvd	City of Portsmouth	0.34 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	0.088	0.541	27000	

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

						Trı	uck			K	. Dir		٠
Route	Jurisdiction	Length AADT	QA 4	Tire Bu	s 2Axle	3+Axle	1Trail	2Trail	QC	Factor Q	K Factor	AAWDT	Q۱
	From:	Hodges Ferry R											
337)Portsmouth Blvd	City of Portsmouth	0.60 <b>22000</b>	<b>G</b> 99	9% 0%	0%	0%	0%	0%	F	0.095	0.574	23000	C
$\smile$	Tor	Elmhurst Lane	a										
337)Portsmouth Blvd	City of Portsmouth	1.17 <b>19000</b>		9% 0%	0%	0%	0%	0%	С	0.085	0.611	21000	(
337)	T-1												
Dortomouth Dhyd	City of Dortomouth	SR 239 Victory E		00/ 00/	00/	00/	00/	00/	F	0.000	0.617	1 4000	,
Portsmouth Blvd	City of Portsmouth	0.23 <b>13000</b>	<b>G</b> 99	9% 0%	0%	0%	0%	0%	Г	0.082	0.617	14000	(
ALT	To: From:	US 58, ALT US 460 Ai	irline Blvd										
337) 460 Portsmouth Blvd	City of Portsmouth	0.10 <b>14000</b>	<b>G</b> 99	9% 0%	0%	0%	0%	0%	F	0.080	0.581	15000	(
337 400	-								-				
ALT	From:	ALT SR 337 Turnpi	ike Rd										
337)(460) Portsmouth Blvd	City of Portsmouth	0.16 <b>11000</b>	<b>G</b> 99	9% 0%	0%	0%	0%	0%	F	0.083	0.616	12000	
	To:	Ramp to I-264	E										
ALT		Camp to I-264 E; Functional											
337)(460)Portsmouth Blvd	City of Portsmouth	0.29 <b>11000</b>	N 99	9% 0%	0%	0%	0%	0%	N	0.083	0.616	12000	
	To-	Ramp From I-264 E,	US 460		<u> </u>								
Portsmouth Blvd	City of Portsmouth	0.98 10000		6% 1%	0%	1%	1%	0%	F	0.087	0.542	11000	
	7.	D C 1 D1											
Portsmouth Blvd	City of Portsmouth	Deep Creek Blv 0.17 <b>6200</b>		6% 1%	0%	1%	1%	0%	F	0.083	0.625	6600	
337 Portsmouth biva	City of Portsmouth	0.17 6200	G 9	076 176	0 70	1 70	1 70	0%	Г	0.003	0.023	6600	
	To: From:	ALT US 17 Frederic											
Portsmouth Blvd	City of Portsmouth	0.79 <b>8200</b>		6% 1%	0%	1%	1%	0%	С	0.122	0.763	8700	
<u> </u>	To:	US 17 Elm Av											
Floo Ave	City of Doubons with	US 17 Portsmouth		00/ 10/	00/	10/	10/	00/	_	0.104	0.500	0100	
Elm Ave	City of Portsmouth	0.32 <b>5800</b>		6% 1%	0%	1%	1%	0%	F	0.104	0.522	6100	
		US 17 George Washington US 17 George Washington											
337)Elm Ave	City of Portsmouth	0.72 <b>6400</b>		6% 1%	0%	1%	1%	0%	F	0.121	0.616	6800	
337)2700	only of Fortemedan			070 17	070	1 70	. 70	070	•	0.121	0.010	0000	
	To: From:	SR 239 Victory E											
Elm Ave	City of Portsmouth	0.23 <b>8000</b>	<b>G</b> 93	3% 0%	1%	3%	2%	0%	F	0.149	0.546	8500	(
<u> </u>	To- From	Burtons Point R	Rd										
337)Elm Ave	City of Portsmouth	0.32 <b>6300</b>	<b>G</b> 93	3% 0%	1%	3%	2%	0%	С	0.16	0.533	6700	(
<u> </u>	To:	WCL Chesapea	ke										
	From:	ECL Portsmout											
Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39 <b>6300</b>	<b>N</b> 93	3% 0%	1%	3%	2%	0%	Ν	0.16	0.533	6700	
<u> </u>	To:	Toll Authority Bou	ndary										
Poindexter St	City of Chesapeake	0.11 <b>6300</b>	<b>G</b> 9:	3% 0%	1%	3%	2%	0%	С	0.16	0.533	6700	
	Too	I-464			L								
Poindexter St	City of Chesapeake	0.56 <b>12000</b>	<b>G</b> 90	6% 1%	0%	1%	1%	0%	F	0.089	0.634	12000	
33/ I dilidexter St	Oily of Offesapeake	US 460 Bainbridge		U/0 1%	0 70	1 70	1 70	U 70	Г	0.009	0.034	12000	,
	From:	US 460; Poindexto											
337)Bainbridge Blvd	City of Chesapeake	0.74 <b>2000</b>		6% 1%	0%	1%	1%	0%	F	0.093	0.588	2200	(
331/= 42285 24	т.,	SCL Norfolk	<u> </u>	- / - / /		. /0	. 70	5 /0	•	0.000	0.000		•

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

		-					Tru	-l.			1/	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		1 ru 3+Axle	-		QC	K Factor	QK Factor	AAWDT	QV
	From:		L Chesapeake											
37)Bainbridge Blvd	City of Norfol	lk 0.28	1500 F	93%	1%	2%	2%	2%	0%	С	0.087	0.616	1600	F
<u> </u>	To:		Main St											
Main Ch	From:		inbridge Blvd	000/	10/		00/	00/	00/	F	0.000	0.51	0000	F
37 Main St	City of Norfol		5800 F	93%	1%	2%	2%	2%	0%	г	0.098	0.51	6300	1
	From:		Liberty St Main St											
37)Liberty St	City of Norfol	lk 0.11	4900 F	93%	1%	2%	2%	2%	0%	F	0.096	0.719	5300	
37)=12313, 21	To:		State St		.,,	<del>-</del> i	_,,	_,,		-				
	From:		Liberty St											
37)State St	City of Norfol	lk 0.05	4900 N	93%	1%	2%	2%	2%	0%	Ν	0.096	0.719	5300	1
	Combined Traffic Estimates for Parallel R	loadways on this Route:	NA								NA		NA	
	To: From:		Berkley Ave											
State St	City of Norfol	lk 0.07	13000 F								0.113	0.683	14000	
<u> </u>	To:		I-464											
	From:		R 337 State St								0.404		7000	
37 (337) Ramp	City of Norfolk (Ma	int: 64) 0.12	7800 F								0.121		7800	
	From:		I-464 NB State St											
	L City of Norfolk (Ma	int: 64) 0.16	State St	90	no I-464	for direc	tional tr	affic ve	م مسام	etimat	os for thi	s segment.		
37 464	Combined Traffic Estimates for 2 Parallel R		47000 N		0%	1%	1%	2%	0%	N	0.080	F 0.779	54000	
	Combined Trainic Estimates for 2 Faraller h	loadways on this houte.	I-264	95%	076	1 70	1 70	270	0%	IN	0.060	F 0.779	34000	
ALT	From:		I-464											
37 264 460 Berkley Brid	dge City of Norfolk (Ma	int: 64) 0.41		Se	e I-264	for direc	tional tr	affic vo	olume es	stimat	es for thi	s segment.		
	Combined Traffic Estimates for 2 Parallel R	,	97000 G	96%	0%	1%	1%	2%	0%	F	0.086	A 0.667	105000	(
	To:		EndLabel											
ALT	From:		State St											
37)(264)(460)	City of Norfolk (Ma	int: 64) 0.65		Se	ee I-264	for direc	tional tr	affic vo	olume es	stimat	es for thi	s segment.		
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	94000 G	96%	0%	1%	1%	2%	0%	F	0.088	F 0.646	101000	(
	To:	ALT US	S 460 St Pauls Blv	⁄d										
ALT	From:		I-264											
37 <i>)</i> { 460 }	City of Norfolk (Ma		26000 N	98%	1%	1%	0%	0%	0%	N	0.084	0.782	28000	1
<i></i>	To:		idewater Dr	1										
	City of Norfolk (Ma		S 460 St Pauls Bly		no 1 264	for direc	stional tr	offic ve	olumo or	stimat	oc for thi	s segment.		
37 264			00000 N									-	100000	
	Combined Traffic Estimates for 2 Parallel R	•	90000 N idewater Dr	96%	0%	1%	1%	2%	0%	N	0.088	F 0.646	100000	ı
	From:		1dewater Dr S 460 St Pauls Bly	ıd.										
Tidewater Dr	City of Norfol		22000 F	96%	0%	0%	0%	3%	0%	F	0.085	0.524	25000	
,, <u>-</u> .	To		nbleton Avenue; S							·				
	From		Brambleton Aven											
37)(460)Brambleton Ave	City of Norfol	lk 0.10	32000 F	96%	1%	1%	1%	1%	0%	F	0.077	0.595	35000	
	To: From:		Church St											
337) 460 Brambleton Ave	City of Norfol	lk 0.31	21000 F	96%	1%	1%	1%	1%	0%	F	0.079	0.573	23000	F
$\mathcal{I}$	To:	ALT US	460 St Pauls Blv	/d										

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

								Truc	ck			K	Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK Facto	AAWDT r	QW
Durant-laten A	From:		0 Saint Paul		000/	00/	20/	00/	00/	00/	_	0.077	0.000	04000	
337 Brambleton Ave	City of Norfo	olk 0.20	27000	F	96%	0%	0%	0%	3%	0%	F	0.077	0.628	31000	F
	From:	"	Boush St												
337 Brambleton Ave	City of Norfo	olk 0.07	32000	N	96%	0%	0%	0%	3%	0%	N	0.075	0.639	37000	N
	To: From:		337 Par Duk												
337 (58) Brambleton Ave	City of Norfo	olk 0.83	32000	F	96%	0%	0%	0%	3%	0%	F	0.075	0.639	37000	F
$\sim$	To: From:		Colley Ave												
(337) $(58)$ Brambleton Ave	City of Norfo	olk 0.26	25000	F	96%	0%	0%	0%	3%	0%	F	0.08	0.56	29000	F
$\stackrel{\smile}{\sim}$	To: From:		US 58 US 58 .												
337)Brambleton Ave	L City of Norfo	olk 0.22	25000	N	96%	0%	0%	0%	3%	0%	N	0.08	0.56	29000	Ν
337)=	Combined Traffic Estimates for 2 Parallel			N				- , -		- , -		NA		NA	-
	To:		Iampton Blv												
	From:	US 58	Brambleton	n Ave											
337 Hampton Blvd	City of Norfo	olk 0.90	30000	F	96%	0%	0%	0%	3%	0%	F	0.079	0.639	35000	F
	To: From:		21st Street				$\neg$ $\vdash$								
Hampton Blvd	City of Norfo	olk 0.22	30000	F	96%	0%	0%	0%	3%	0%	F	0.075	0.560	35000	F
<u> </u>	To	SI	R 247, 26th	St											
337) Hampton Blvd	From: City of Norfo		26000	F	96%	0%	0%	0%	3%	0%	F	0.078	0.603	31000	F
	To	40th Ct O1	d Dominion	Hairon	i.										
337)Hampton Blvd	From: City of Norfo		31000	A	96%	0%	0%	0%	3%	0%	С	0.099	0.57	36000	Α
337)	- I					0,0		0,0	0,0	0 / 0	Ū	0.000	0.07	00000	
Discourte of Blood	Ton:		5 Little Cre		000/	00/	20/	00/	00/	00/	_	0.070	0.000	0.4000	
Hampton Blvd	City of Norfo	olk 0.18	29000	F	96%	0%	0%	0%	3%	0%	F	0.078	0.609	34000	F
	To From:		06 Terminal												
337 Hampton Blvd	City of Norfo		21000	F	96%	0%	0%	0%	3%	0%	F	0.098	0.516	25000	F
<u> </u>	To: From:		iral Taussig Blvd; Mary		10										
337)Admiral Taussig Blvd	L City of Norfo		22000	F	96%	0%	0%	0%	3%	0%	F	0.104	0.838	25000	F
337 / Idillina: Fadooig Elva	To:	0.01	I-564	•	0070	0 70	70	0 70	070	0 70	•	0.101	0.000	20000	·
	From:	SI	R 337 State	St			<del>-</del>								
337)Ramp	City of Norfolk (M		7800	F								0.121		7800	F
537)	To:	0112	I-464 NB	-								0		. 000	•
East	From:	SB	337 TO I-6	564			i								
337)Ramp	City of Chesapeake		3500	F								0.118		3500	F
337) ** 1	Το·		E FROM R												
East	From:	SR 337 I-664-V			ND FR		i								
Ramp	City of Chesapeake		2400	F								0.081		2400	F
	To:		W FROM R												
East ALT	Finns		337 TO RT				i								
337) 460 Ramp	City of Portsmouth		3600	G								0.077		3600	G
307/400	То	,	E FROM R												-

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

		Primary and intersta	te Routes						
Route	Jurisdiction	Length AADT	QA 4Tire	BUS	xle 3+Axle 1Trail 2Trail	QC K QI	Oir Factor	AAWDT	QW
East 337 Ramp	City of Chesapeake (Maint: 64	SR 337 TRUXTON STREET TO 0.15 <b>800</b> -464-S004X FROM RT 337 EA	G			0.17		800	G
East 337 Ramp	City of Chesapeake (Maint: 64	SR 337 TO RT 4 0.17 <b>610</b> I-464-N FROM RT	G			0.142		610	G
West 337 Ramp	City of Chesapeake (Maint: 64	SR 337 I-664-E011B TO Al ) 0.24 <b>6800</b> I-664-E FROM RT	F			0.086		6800	F
West 337 Ramp	City of Chesapeake (Maint: 64	SR 337 TO I-66 ) 0.24 <b>5600</b> I-664-W FROM R'	F			0.078		5600	F
West 337 Ramp	City of Portsmouth (Maint: 64)	SR 337 TO RT 2 0.17 <b>1400</b> I-264-W RAMP FROM RT 33	G			0.099		1400	G
West 337 Ramp	City of Chesapeake (Maint: 64	SR 337 TO RT 464 S ) 0.18 <b>1800</b> 464-S004X FROM ROUTE 33	G			0.112		1800	G
West 337 Ramp	City of Chesapeake (Maint: 64	SR 337 TO ROUTE 46- ) 0.12 <b>3100</b> 464-N FROM ROUTE 337 WES	G	Ξ		0.082		3100	G
West 337 Ramp	City of Norfolk (Maint: 64)	1SR-00337-P(B)/TO WATE 0.08 <b>NA</b> S-00264-W010B(B)/FROM TIE				NA		NA	
337 264 Ramp	City of Norfolk (Maint: 64)	00264-E008A(L)/IS-00264-W00 0.18 <b>NA</b> SR-00337-P(L)/122-08592- 000				NA		NA	
337 264 Ramp	City of Norfolk (Maint: 64)	S-00264-W(B)/IS-00464-S(L)/4 0.22 -00264-E008A(L)/IS-00264- 00	See		directional traffic volume e	stimates for this se	egment.		
Ramp From Tidewater Dr to I-264 W	City of Norfolk	I-264 W 0.13 NA Tidewater Dr				NA		NA	
Tidewater Dr	City of Norfolk	Ramp to I-264 0.12 NA  East City Hall A			<u> </u>	NA		NA	
Tidewater Dr	City of Norfolk	0.15 NA Charlotte St			]	NA		NA	
ALT 337 Turnpike Rd	City of Portsmouth	SR 337 Portsmouth 1.05 <b>3800</b> US 17 Frederick I	<b>G</b> 85%	1% 1	  % 3% 10% 0% 	F 0.085	0.513	4000	G

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

		Primary an	ia miersiai	e noi	ites											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	_		QC	_ K	QK	Dir _	AAWDT	QI
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
ALT D.	From:		7 Frederick B		050/	40/		00/	400/	201	_				11000	,
Turnpike Rd	City of Portsmout	th 0.30	11000	G	85%	1%	1%	3%	10%	0%	F	0.083		0.623	11000	(
ALT	To: From:		Howard St													
337 Turnpike Rd	City of Portsmout	th 0.54	8800	G	85%	1%	1%	3%	10%	0%	С	0.083		0.603	9400	(
337)	To:		Harbor Dr													
ALT	From:		Cassell Ave													
337 Harbor Dr	City of Portsmout	th 0.05	4300	G	85%	1%	1%	3%	10%	0%	F	0.097		0.552	4600	
<u></u>	To		County St													
ALT	City of Portsmout	th 0.11		G	OE0/	10/	10/	3%	10%	0%	F	0.086		0.500	5800	
Harbor Dr	City of Portsmout	th 0.11	5500	G	85%	1%	1%	3%	10%	0%	Г	0.086		0.583	5600	
ALT	To: From:		High St													
Harbor Dr	City of Portsmout	th 0.24	13000	G	85%	1%	1%	3%	10%	0%	F	0.087		0.587	13000	
337)	To:		US 58													
ALT_	From:	ALT US 460 (	Overpass; Bei	rkley E	ridge											
Waterside Dr/Boush St	City of Norfolk	0.72	21000	F	97%	1%	1%	0%	0%	0%	F	0.096		0.732	23000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	23000	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.598	25000	
	Tœ		City Hall Ave													
ALT	From:			_	070/	40/	40/	00/	00/	00/	_	0.004		0.505	04000	
Waterside Dr/Boush St	City of Norfolk	0.44	19000	F	97%	1%	1%	0%	0%	0%	F	0.094	_	0.505	21000	
	Combined Traffic Estimates for 2 Parallel Roa			F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.517	23000	
	10.		37 Brambleton													
<u>ALT</u>	From:		337 Watersid													
Ramp	City of Norfolk (Maint		14000	F								0.166			14000	
<u> </u>	10:		I-264 East													
	From:		9 Washington													
Hillwood Ave	City of Falls Churc	ch 0.10	11000	G	98%	1%	1%	1%	1%	0%	F	0.104		0.537	12000	
<u> </u>	To	110-66	609 Annandal	e Rd												
338 Hillwood Ave	City of Falls Churc	ch 0.36	10000	G	98%	1%	1%	1%	1%	0%	С	0.107		0.500	11000	
	Too	110	-6799 Cherry	C+												
Hillwood Ave	From: City of Falls Churc		8900	G	98%	1%	1%	1%	1%	0%	F	0.106		0.503	9500	
338)	only of Falls office				0070	170		1 70	1 /0	0 70	•	0.100		0.000	0000	
	From:		1-6792 South S		000/	40/		10/	40/	201	_	0.4			11000	
Hillwood Ave	City of Falls Churc	ch 0.11	10000	G	98%	1%	1%	1%	1%	0%	F	0.1		0.668	11000	
<u> </u>	To: From:	EC!	L Falls Churc													
Hillwood Ave	Fairfax County	0.06	11000	F	98%	1%	1%	1%	1%	0%	F	0.101		0.668	11000	
	Tα	SR 7	7 Leesburg Pi	ke												
	From:	US 11	Lee Jackson	Hwy												
Stuarts Draft Hwy	Augusta County	5.84	5900	G	96%	0%	1%	1%	2%	0%	С	0.093		0.663	6200	
~		07.65	54 White Hill	Rd												
		07-03	T WILL FILL	ı\u												
340 Stuarts Draft Hwy	Augusta County	0.85	15000	G	97%	0%	0%	0%	2%	0%	F	0.088		0.52	16000	(

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q)
Ctuarta Draft Llun	From:	07-608 Tinkling Spring			00/	00/	00/	20/	00/	0	0.000	0.55	16000	G
Stuarts Draft Hwy	Augusta County	3.47 <b>16000</b>	G	97%	0%	0%	0%	2%	0%	С	0.090	0.55	16000	Ċ
~~~	To- From:	07-632 Shalom F		070/	00/		20/	00/	201		0.000	0.070	10000	
340 Stuarts Draft Hwy	Augusta County	1.64 15000	G	97%	0%	0%	0%	2%	0%	F	0.086	0.676	16000	(
~	To: From:	WCL Waynesb												
Rosser Ave	City of Waynesboro	0.34 27000	G	97%	0%	0%	0%	2%	0%	F	0.093	0.510	28000	
~	Toe From:	I-64												
Rosser Ave	City of Waynesboro	0.56 29000	G	99%	0%	1%	0%	0%	0%	F	0.091	0.558	31000	
~	Too	Lew Dewitt Bl	lvd			\neg \vdash								
Rosser Ave	City of Waynesboro	0.71 18000	G	99%	0%	1%	0%	0%	0%	С	0.089	0.532	19000	
, , , , , , , , , , , , , , , , , , , 	To	Northgate Av	70											
Rosser Ave	City of Waynesboro	0.61 13000	G	99%	0%	1%	0%	0%	0%	F	0.083	0.503	13000	
540).1000.7110					0 70		0,0	0,0	0,0	•	0.000	0.000	.0000	
Possor Avo	City of Waynesboro	Forrest Dr 0.56 12000	G	99%	0%	1%	0%	0%	0%	F	0.085	0.521	13000	
Rosser Ave	Ta:	US 250 Main		33 /6	0 /6	1 /0	0 /6	0 /0	0 /6	'	0.005	0.521	13000	
	From:	Rosser Ave												
Main St	City of Waynesboro	0.38 8200	G	99%	0%	1%	0%	0%	0%	F	0.090	0.518	8700	
	Tor	New Hope R	d											
Main St	City of Waynesboro	0.35 6000	G	99%	0%	1%	0%	0%	0%	F	0.091	0.540	6500	
340)	To													
Main St	City of Waynesboro	0.14 Wayne Ave	G	99%	0%	1%	0%	0%	0%	F	0.096	0.518	5100	
340 (Waiii Ot	Oity of Waynesboro			33 76	0 70	1 70	0 70	0 70	0 70	•	0.000	0.510	3100	
Main Ct	Tron:	0.39 Arch Ave	G	99%	0%	10/	00/	00/	0%	F	0.000	0.505	0000	
Main St	City of Waynesboro	0.39 6400	G	99%	0%	1%	0%	0%	0%	Г	0.090	0.565	6800	
~~~	To: From:	US 250 Broad				<b>⊥</b>								
340)(250) Main St	City of Waynesboro	0.19 <b>12000</b>	G	97%	0%	1%	0%	1%	0%	С	0.095	0.573	12000	
~ ~	To: From:	Main St												
Delphine Ave	City of Waynesboro	0.25 <b>11000</b>	G	97%	0%	1%	1%	1%	0%	F	0.095	0.575	11000	
~	To:	7th St				$\neg$ $\vdash$								
Delphine Ave	City of Waynesboro	0.60 <b>10000</b>	G	97%	0%	1%	1%	1%	0%	F	0.092	0.588	11000	
	To	Second St												
Delphine Ave	City of Waynesboro	0.81 <b>8100</b>	G	97%	0%	1%	1%	1%	0%	F	0.094	0.578	8600	
	To-						. , .	.,.		-				
Dolphino Avo	City of Waynesboro	Hopeman Pkw 0.25 <b>10000</b>	G G	97%	0%	1%	1%	1%	0%	С	0.097	0.651	11000	
Delphine Ave	City of Waynesboro			9770	0%	1 70	I 70	1 70	0%	C	0.097	0.651	11000	
~~	From:	NCL Waynesb		0==:	051		461	461	001	_	0.65.	2.21:	0.500	
East Side Hwy	Augusta County	4.69 <b>8100</b>	G	97%	0%	1%	1%	1%	0%	F	0.094	0.611	8500	
	To: From:	07-612 Crimora Mine Rd	l; Crimo											
East Side Hwy	Augusta County	4.66 <b>4800</b>	G	95%	1%	1%	1%	2%	0%	С	0.097	0.574	5100	
<del>~</del>	To:	07-778 N, Patterson	Mill Ro	d										

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

_						_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	ΓQW
	From:	07-778 N	I, Patterson I	Mill Rd											
(340) East Side Hwy	Augusta County	y 2.69	5600	G	95%	1%	1%	1%	2%	0%	F	0.1	0.543	5900	G
~	To: From:	S	CL Grottoes												
(340) East Side Hwy	Town of Grottoes (Mai		5600	N	95%	1%	1%	1%	2%	0%	Ν	0.1	0.543	5900	Ν
<u> </u>	To: From:		gham County sta County L												
340 East Side Hwy	Town of Grottoes (Mai		5300	F	95%	1%	1%	1%	3%	0%	С	0.105	0.527	5600	F
,	To		Cary St												
340 East Side Hwy	Town of Grottoes (Mai	int: 82) 0.47	5600	F	95%	1%	1%	1%	3%	0%	F	0.105	0.505	5900	F
,	To:	,	CL Grottoes												
~~~=	From:		ICL Grottes		2.121										
340 East Side Hwy	Rockingham Cour	nty 1.39	5000	F	94%	1%	1%	1%	3%	0%	С	0.108	0.513	5300	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Port Republ												
(340) East Side Hwy	Rockingham Cour	nty 8.27	3200	F	94%	1%	1%	1%	3%	0%	F	0.101	0.561	3300	F
~	To: From:	82-649 Island													
(340) East Side Hwy	Rockingham Cour	nty 2.97	3700	F	94%	1%	1%	1%	3%	0%	F	0.102	0.601	3900	F
	To: From:	82-754	South Branc	ch Rd											
340 East Side Hwy	Rockingham Cour	nty 2.36	4900	F	94%	1%	1%	1%	3%	0%	F	0.097	0.607	5100	F
	To	82-634	Sapling Ridg	ge Rd											
340 East Side Hwy	Rockingham Cour	nty 0.52	5400	F	94%	1%	1%	1%	3%	0%	F	0.093	0.596	5700	F
<u> </u>	To: From:		SCL Elkton												
340 S Stuart Ave	Town of Elkton (Main		9700	G	94%	1%	1%	1%	3%	0%	F	0.093	0.596	10000	G
	Tot		US 33												
Bus 340 33 S Stuart Ave	Town of Elkton (Main	nt: 82) 0.08	5400	N	94%	1%	1%	1%	3%	0%	N	0.093	0.596	5700	N
340 S Stuart Ave	TOWIT OF EIKTOFF (Main	<u> </u>		IN	94%	1 70	1 70	1 70	3%	0%	IN	0.093	0.596	3700	IN
NI Chuart Ava	Town of Flyton (Moin		Bus US 33	N	070/	10/	00/	00/	20/	00/	NI	0.000	0.600	7000	N.I.
N Stuart Ave	Town of Elkton (Main	nt: 82) 0.19	7500	N	97%	1%	0%	0%	2%	0%	N	0.093	0.632	7900	N
~~~	To From:		ottswood Av		.=./										
N Stuart Ave	Town of Elkton (Main	nt: 82) 0.59	7500	F	97%	1%	0%	0%	2%	0%	С	0.093	0.632	7900	F
~~~	To: From:	NCL Elkton, 8													
340 Stuart Ave	Rockingham Cour		5400	F	97%	1%	0%	0%	2%	0%	F	0.095	0.599	5700	F
~	From:		e County Lir gham County												
(340) Third St	Page County	1.02	5600	F	97%	1%	0%	0%	2%	0%	F	0.085	0.559	5900	F
	To	SC	L Shenandoa	h			—								
340	From: Town of Shenandoah (M		5600	N N	97%	1%	0%	0%	2%	0%	N	0.085	0.559	5900	N
[340]	To				- ,-		<u> </u>								
340 Fifth St	Town of Shenandoah (M		706 Junior A	F F	94%	0%	1%	3%	2%	0%	F	0.084	0.557	6900	F
(340) 50	- I	<u> </u>			J-7/0	0 /0		0 /0	270	0 /0	•	J.00- <del>1</del>	0.007	0000	
	Page County	NC 2.57	L Shenandoa		94%	0%	1%	3%	2%	0%	N	0.084	0.557	6900	N
(340)	Page County		<b>6600</b> 50 River Ro	N	34%	U%	170	٥%	<b>4</b> %	U%	IN	0.084	0.557	0900	IN

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

Devite	li inia ali aki a ia	Laurath AADT OA	4T:	Dua		Truc	ck		00	K	OK Dir	A A \ A \ D T	. 0
Route	Jurisdiction		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
~~	Pogo County	69-650 Grove Hill River F 4.32 <b>5600 F</b>	94%	0%	10/	20/	20/	0%	С	0.093	0.507	5900	F
340)	Page County		94%	0%	1% ——	3%	2%	0%	C	0.093	0.507	5900	
~	From:	Bus US 340	0.40/	00/	10/	00/	00/	00/		0.000	0.504	4000	
340	Page County	3.16 <b>4700 F</b>	94%	0%	1%	3%	2%	0%	F	0.080	0.584	4900	
<u> </u>	From:	US 211 Lee Highway US 211			+								
211 Lee Highway	Page County	5.46 <b>8000 F</b>	95%	0%	1%	1%	3%	0%	С	0.09	0.556	8400	
	Та	WCL Luray			—								
(40)(211)Lee Highway	Town of Luray (Maint: 69)	0.36 <b>14000</b> F	95%	0%	1%	1%	3%	0%	F	0.084	0.522	15000	
40)(211)=00 mg/ma/	To.						-,-	-,-					
40 (211) Lee Highway	Town of Luray (Maint: 69)	0.69 <b>6900 F</b>	95%	0%	1%	1%	3%	0%	С	0.088	0.526	7200	
40 (211) Lee riigilway	rown or Euray (Maint. 09)		33 /6	0 70	1 /0	1 /0	J /6	0 /6	O	0.000	0.520	7200	
~~~	From:	CL Luray	050/	201		401	00/	00/		0.000	0.500	7000	
211 Lee Highway	Page County	0.53 6900 N	95%	0%	1%	1%	3%	0%	Ν	0.088	0.526	7200	
~ ~~	To: From:	CL Luray											
(211) Lee Highway	Town of Luray (Maint: 69)	0.56 6900 N	95%	0%	1%	1%	3%	0%	Ν	0.088	0.526	7200	
~~~	To: From:	S RT 211			_								
40 N Broad St	Town of Luray	US 211 0.30 5700 F	97%	1%	1%	1%	1%	0%	С	0.09	0.508	6000	
20 N Broad St	Town of Luray		31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	O	0.03	0.500	0000	
~~	From:	NCL Luray	070/	40/		40/	40/	00/	_		0.500	5000	
30 Stonewall Jackson Memorial Hwy	Page County	0.21 5400 G	97%	1%	1%	1%	1%	0%	F	0.09	0.508	5900	
•	From:	69-731 Collins Rd 69-731 Collins Ave											
Stonewall Jackson Memorial Hwy	Page County	1.03 6200 F	97%	1%	1%	1%	1%	0%	F	0.092	0.519	6500	
	To												
340 Stonewall Jackson Memorial Hwy	Page County	69-648 Sandy Hook Roa 5.93 5200 F	97%	1%	1%	1%	1%	0%	F	0.093	0.544	5500	
20 Storiewan dackson Wemonal Twy	age county		31 /6	1 /0	1 70	1 /0	1 /0	0 70	'	0.000	0.544	3300	
Other and I leaders Managist I lead	From:	69-662 Rileyville Rd	070/	40/	10/	40/	40/	00/	_	0.000	0.005	4700	
Stonewall Jackson Memorial Hwy	Page County	3.96 4500 F	97%	1%	1%	1%	1%	0%	F	0.093	0.665	4700	
•	From:	Warren County Line Page County Line											
340 Stonewall Jackson Hwy	Warren County	2.46 4000 G	96%	1%	1%	0%	1%	0%	С	0.1	0.744	4200	
,	To		D.1										
40 Stonewall Jackson Hwy	Warren County	93-613 N, Bentonville Brownto 5.30 6400 G	96%	1%	1%	0%	1%	0%	F	0.092	0.838	6800	
20 Storiewaii dadkson riwy	Wallendounty		0070	1 /0		070	1 /0	0 70	•	0.002	0.000	0000	
~	From:	93-607 Rocky Lane	000/	40/	10/	00/	40/	00/	_	0.000	0.000	0400	
30 Stonewall Jackson Hwy	Warren County	2.78 7700 G	96%	1%	1%	0%	1%	0%	F	0.092	0.838	8100	
~ ~	To: From:	93-619 Rivermont Dr			\Box \vdash								
3)Stonewall Jackson Hwy	Warren County	0.83 13000 G	96%	1%	1%	0%	1%	0%	F	0.092	0.838	14000	
~	To From	SCL Front Royal			<u> </u>								
South Royal Ave	Town of Front Royal	0.31 17000 G	96%	1%	1%	0%	1%	0%	F	0.084	0.636	18000	
<i>~</i>	Tα	SR 55 South St											
(55) South Royal Ave	Town of Front Royal	0.40 15000 G	98%	1%	1%	0%	0%	0%	С	0.085	0.522	16000	
540 (33)	Tor	E Main St		. , ,	Ť			- / -	•		0.022	. 5000	

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	E Main	St			Z/ txic	OTTIAL	TTTUI	ZIIGII		1 40101	1 40101		
340 (55) North Royal Ave	Town of Front Royal	0.57 1800		98%	1%	1%	0%	0%	0%	С	0.079	0.524	19000	G
3.0) 60)	To:	6th S												
340 (55) North Royal Ave	From: Town of Front Royal	0.25 1400		98%	1%	1%	0%	0%	0%	F	0.080	0.527	15000	G
340 (33) 1101111 110711111					. , 0		0 / 0	0,70	0,0	-	0.000	0.02.	.0000	O .
340 (522) 55 North Royal Ave	Town of Front Royal	US 522, 8 0.35 2600		97%	0%	1%	1%	1%	0%	С	0.083	0.528	28000	G
340 522 55 North Royal Ave	Town of Front Hoyal	0.33 2600		91 /0	0 /6	1 /0	1 /0	1 /0	0 /6	C	0.003	0.526	20000	G
	From:	North Roya												
340 (522) (55) 14th St	Town of Front Royal	0.24 2600	0 G	97%	0%	1%	1%	1%	0%	F	0.082	0.526	27000	G
	To:	Shenandoa												
	From:	14th S		070/	20/		40/	40/	00/	_	0.004	0.500	0.4000	_
340 522 55 Shenandoah Ave	Town of Front Royal	0.34 3100	0 G	97%	0%	1%	1%	1%	0%	F	0.091	0.523	34000	G
	To: From:	CL Front 1	Royal											
(340) (522) (55) Shenandoah Ave	Warren County	0.45 3100	0 G	96%	1%	1%	1%	1%	0%	С	0.091	0.523	31000	G
	To:	SR 55 W	est			\neg \vdash								
340 (522 Shenandoah Ave	Warren County	0.22 3200	0 G	97%	0%	1%	1%	1%	0%	F	0.089	0.564	34000	G
	To	Old NCL Fro	nt Royal											
340 522 Winchester Rd	Warren County	0.83 3100		97%	0%	1%	1%	1%	0%	С	0.091	0.571	33000	G
040)(322)	To													
340 (522) Winchester Rd	Warren County	1.28 2200	0 G	88%	1%	1%	2%	9%	0%	С	0.100	0.571	23000	G
340 (322) Willomester Hu	wanen county			0070	1 70		270	0 /0	0 70	O	0.100	0.071	20000	ď
Winshastar Dd	Morron County	93-627 Relia		0E0/	10/	10/	20/	100/	00/		0.000	0.500	17000	
340 522 Winchester Rd	Warren County	2.81 1700	0 G	85%	1%	1%	2%	12%	0%	С	0.093	0.528	17000	G
~~~~	To: From:	93-80												
340 522 Winchester Rd	Warren County	0.30 1700		85%	1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
<del>*</del> *	From:	Frederick Cou Warren Cou	_											
340 522 Winchester Rd	Frederick County (Maint: 93)	0.53 <b>1700</b>		85%	1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
340 (322)	To:	Warren Cour					_,,	,-	- , -					-
~~~	From:	Frederick Cou												
340 (522) Winchester Rd	Warren County	0.39 1700	0 G	85%	1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
	To:	Frederick Cou												
340 (522) Winchester Rd	Frederick County (Maint: 93)	0.30 1700	•	85%	1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
340 522 Winchester Rd	To:	Warren Cou		03 /6	1 /0	1 /0	2/0	12/0	0 /6	C	0.092	0.547	10000	G
	From:	Frederick Cou												
340 (522 Winchester Rd	Warren County	0.16 1700		85%	1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
	To:	Clarke Cour	_											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Warren Cour		05-1			<b>0</b> 5′	1651	061	_	0.655	^ <b>-</b>	10000	_
340 522 Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79 <b>1700</b>	0 G	85%	1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
~~~	To: From:	US 522 Double				$\Box$ $\vdash$								
340 Lord Fairfax Hwy	Clarke County	2.09 770 0) F	91%	1%	1%	1%	6%	0%	С	0.1	0.624	8100	F
<u> </u>	Tα	21-658 White	Post Rd											

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

_					_		Tru	ıck			K	Dir		_
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QW
~~~	From:	21-658 White Po												
(340) Lord Fairfax Hwy	Clarke County	1.83 <b>7800</b>	F	91%	1%	1%	1%	6%	0%	F	0.099	0.612	8200	F
<u> </u>	To: From:	US 50 South of	Boyce											
(340) Lord Fairfax Hwy	Clarke County	1.19 <b>8300</b>	F	91%	1%	1%	1%	6%	0%	С	0.097	0.590	8700	F
<u> </u>	To	SCL Boyce	e											
340 Lord Fairfax Hwy	Town of Boyce (Maint: 21)	0.81 8300	N	91%	1%	1%	1%	6%	0%	Ν	0.097	0.590	8700	Ν
	То	NCL Boyce	e											
340 Lord Fairfax Hwy	Clarke County	2.27 <b>8300</b>	N	91%	1%	1%	1%	6%	0%	Ν	0.097	0.590	8700	Ν
(340)	To:	SR 255 Old Ch												
~~~	From:	SR 255 Bishop Mo	eade Rd											
(340) Lord Fairfax Hwy	Clarke County	2.99 9600	F	91%	1%	1%	1%	6%	0%	F	0.096	0.58	10000	F
<u> </u>	To: From:	SCL Berryvi	ille											
340 S Buckmarsh St	Town of Berryville (Maint: 21)	0.51 9600	N	91%	1%	1%	1%	6%	0%	Ν	0.096	0.58	10000	Ν
<u> </u>	To:	Bus SR 7 Mai	in St			<u> </u>								
(340)N Buckmarsh St	Town of Berryville (Maint: 21)	0.45 9400	F	91%	1%	1%	1%	6%	0%	F	0.090	0.538	9800	F
	То	NCL Berryvi	ناام											
340 Lord Fairfax Highway	Clarke County	0.24 9400	N	91%	1%	1%	1%	6%	0%	Ν	0.090	0.538	9800	Ν
(340) = 0.0 × a a a.,	Tol						.,.		- , -					
340 Lord Fairfax Hwy	Clarke County	1.29 SR 7	F	91%	1%	1%	1%	7%	0%	F	0.086	0.553	16000	F
2340 Lord Famax Tiwy	Glarke County			3176	1 /0	1 /6	1 /0	1 /0	0 /6	'	0.000	0.555	10000	'
CONTRACTOR OF THE PROPERTY OF	Olandar Oracetta	21-611 Summit P		040/	40/		40/	70/	00/		0.400	0.500	10000	^
(340) Lord Fairfax Highway	Clarke County	2.82 12000	A	91%	1%	1%	1%	7%	0%	С	0.102	0.523	12000	Α
	From:	West Virginia Sta Maryland State												
340 Jefferson Pike	Loudoun County	0.57 24000	G	91%	1%	1%	1%	7%	0%	F	0.082	0.68	23000	G
	To:	West Virginia Sta	ate Line											
	From: U	JS 340-N012A US 340-S0	12A FRO	OM RT 3										
340 Ramp	Augusta County	0.30 5600	G								0.099	0.569	5600	G
	To:	I-64-E FROM RT 340SOU	UTH & N	NORTH										
	From: U	JS 340-S012B US 340-N0	12B FRO	OM RT 3										
340 Ramp	Augusta County	0.19 5600	G								0.090		5600	G
<u> </u>	To:	I-64-W FROM RT 340SO	UTH & I	NORTH										
North	From:	US 340 TO I-64	EAST											
340 Ramp	Augusta County	0.03 3000	G								0.103		3000	G
	Tα	US 340-S012A US 340- 1	2A FRO	M RT 3										
North	From:	US 340 I-64-W094A FRO	OM & TO) IS 64										
(340) Ramp	Augusta County	0.04 5700	G								0.095	0.593	5700	G
~	To:	US 340-S012B US 340- 12	2B FRO	M RT 3										
South		US 340 I-64-E094A FRO	OM & TC	IS 64										
(340) Ramp	Augusta County	0.04 2600	G								0.095		2600	G
<i></i>	Tα	US 340-N012A US 340- 1	2A FRO	M RT 3										

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

Route	Jurisdiction	Longth	AADT	ΟΛ	4Tire	Buc		Trι	ıck		QC	K	QK _ Dir	AAWDT	OW/
	Junsuiction				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Facto	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	QVV
South	From:		TO I-64 W									0.001		0000	_
340 Ramp	Augusta County	0.06 US 340-N012B	3600	G	4 DT 2		 1					0.091		3600	G
•		US 340-N012B		B FKUI	VI KI 3										
Bus	Page County	0.00	US 340	N	0.40/	10/	10/	10/	20/	00/	NI	0.000	0.57	4400	NI
(340)	Page County	0.20	4200 69-615	N	94%	1%	1%	1%	3%	0%	N	0.090	0.57	4400	N
Bus	From:	69-61	5 Riverbend	l Rd											
340 Stonewall Jackson Memorial Highway	Page County	3.80	4200	F	94%	1%	1%	1%	3%	0%	С	0.090	0.57	4400	F
	To:	S	CL Stanley												
Bus	From:				0.40/	40/		40/	20/	00/		0.000	0.57	4.400	
(340)	Town of Stanley (Maint: 69)	2.08	4200	N	94%	1%	1%	1%	3%	0%	Ν	0.090	0.57	4400	N
Bus	To: From:	N	CL Stanley												
340	Page County	1.99	4200	N	94%	1%	1%	1%	3%	0%	Ν	0.090	0.57	4400	Ν
040)	To:		-632 Stanley	y											
Bus	From:		632 Alans R												
(340) Stonewall Jackson Memorial Highway	Page County	3.73	5200	F	97%	0%	1%	1%	1%	0%	С	0.086	0.571	5500	F
Du-	To: From	S	SCL Luray												
Bus 340 Virginia Ave	Town of Luray	0.09	5400	F	97%	0%	1%	1%	1%	0%	F	0.085	0.521	5700	F
Virginia Ave	Town or Editay			•	37 76	0 70	1 /0	1 /0	1 /0	0 /0	'	0.000	0.521	3700	'
Bus	From:	I	Linden Ave												
(340) Virginia Ave	Town of Luray	0.52	4700	F	97%	0%	1%	1%	1%	0%	С	0.086	0.586	5000	F
<u> </u>	To	B	Bus US 211				— —								
Bus Prood Ct	From:			F	000/	00/	10/	10/	10/	00/	0	0.004	0.545	4000	_
Broad St	Town of Luray	0.54	4400 US 211		96%	0%	1%	1%	1%	0%	С	0.094	0.545	4600	F
	From:														
344)Scottsburg Rd		1.58	360 Bethel I 1100	G G	88%	1%	1%	3%	7%	0%	F	0.085	0.615	1100	G
344 Scottsburg Ad	Halifax County	1.56	1100	G	00%	1 70	1 70	3%	1 70	0%	Г	0.065	0.013	1100	G
	From:		L Scottsbur	_											
(344)	Town of Scottsburg (Maint: 41)	0.75	1100	N	88%	1%	1%	3%	7%	0%	N	0.085	0.615	1100	N
<u> </u>	To: From:	41-720	Green Leve	el Rd											
344 McDonald Rd	Town of Scottsburg (Maint: 41)	0.42	690	G	88%	1%	1%	3%	7%	0%	С	0.091	0.716	710	G
$\overline{}$	To	EC	L Scottsbur	·g			\neg \vdash								
344)	Halifax County	7.35	690	N	88%	1%	1%	3%	7%	0%	Ν	0.091	0.716	710	Ν
	То	Staunton	n River State	a Dark											
344)McDonald Rd	Halifax County	2.18	130	G	88%	1%	1%	3%	7%	0%	F	0.135	0.692	130	G
344) 344) 344)	To:		nd of Route		0070	. , 0		0 / 0	. , 0	0,0	•	01.00	0.002		<u> </u>
	From		0 Mountain				i								
349)Edmunds Blvd	Town of Halifax (Maint: 41)	0.12	640	G	96%	1%	1%	2%	1%	0%	С	0.137	0.547	680	G
0-13)	To		501 Main S								-		2.0		-
	From:		Huntington				<u> </u>								
(351)39th St	City of Newport News	0.64	4600	G	96%	2%	1%	1%	0%	0%	F	0.120	0.737	4900	G
(331) - 741 - 21	To:		arshall Ave		/-	_,•	—i	. , •	- / 0	- / -	•		307	,000	_

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

							Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:	Marsh	all Ave			1	017100	TTTQII	Ziian		1 40101	1 40101		
351)39th St	City of Newport News	0.87 74		96%	2%	1%	1%	0%	0%	С	0.120	0.737	7900	G
	Too	WCL H	ampton											
351)Pembroke Ave	City of Hampton	0.36 74		96%	2%	1%	1%	0%	0%	Ν	0.120	0.737	7900	Ν
<u></u>	To	114-7025 A	hardaan Dd											
351) Pembroke Ave	City of Hampton	1.17 91		96%	2%	1%	1%	0%	0%	F	0.094	0.614	9700	G
331). embrene rite	Toldaria de la composición della composición del						. , ,	0,0	0 / 0	•	0.00	0.01	0.00	.
351)Pembroke Ave	City of Hampton	Powhata 1.52 100		96%	1%	1%	2%	1%	0%	С	0.107	0.724	11000	G
351 I embloke Ave	City of Hampton			30 /6	1 /0	1 /0	2 /0	1 /0	0 /6	O	0.107	0.724	11000	
Daniela salva Avra	From	Settlers L		000/	40/		00/	40/	00/	_	0.000	0.001	44000	
Pembroke Ave	City of Hampton	0.14 10 0	000 G	96%	1%	1%	2%	1%	0%	F	0.099	0.681	11000	G
	T _C From:	Lasall												
Pembroke Ave	City of Hampton	0.73 81	00 G	96%	2%	1%	1%	0%	0%	С	0.101	0.626	8600	G
<u> </u>	To: From:	SR 134 Arr	nistead Ave											
351 Pembroke Ave	City of Hampton	1.41 89	00 G	97%	1%	1%	0%	0%	0%	С	0.097	0.68	9500	G
\smile	To	US 258 Me	ercury Blvd											
351)Pembroke Ave	City of Hampton	0.20 110	000 G	97%	1%	1%	0%	0%	0%	F	0.098	0.661	12000	G
	To	Woodl	and Rd											
351)Pembroke Ave	City of Hampton	1.10 120		98%	1%	1%	0%	0%	0%	С	0.089	0.603	13000	G
331)	To	SR 169 W, OI												
351 (169) Pembroke Ave	City of Hampton	0.60 33		98%	1%	1%	0%	0%	0%	F	0.091	0.606	3600	G
331) (169) 1 611151616 7146	only of Flampton			0070	1 70		0 70	0 70	0 70	•	0.001	0.000	0000	
351)Pembroke Ave	City of Hampton	SR 169 E, 0.07 33		98%	1%	1%	0%	0%	0%	N	0.091	0.606	3600	N
351 Fellibloke Ave	City of Hampton	0.07 33 Seco		90%	1 70	170	076	076	0%	IN	0.091	0.606	3000	IV
	From					1								
352)St Charles Rd	Lee County	2.13 18		96%	0%	1%	1%	1%	0%	С	0.121	0.571	1900	G
352 of Ghanes Hu	Ecc dounty			30 70	0 70	1 /0	1 /0	1 /0	0 70	O	0.121	0.57 1	1300	
	Town of St. Charles (Maint: 52)	SCL Sain 0.27 18		96%	0%	1%	1%	10/	0%	N	0.121	0.571	1900	N
352)	Town of St. Charles (Maint. 52)	52-634 Bun		90%	0%	1%	170	1%	0%	IN	0.121	0.571	1900	IN
	From		•											
353)Duvall St	City of Richmond (Maint: 43)	Parking Lo									NA		NA	
353 Duvan St	To:	8th S									INA		INA	
	From:		Route											
River Rd	Lancaster County	3.64 2 7		97%	0%	1%	1%	1%	0%	F	0.131	0.598	280	c
004)						. , ,	. /0	. /0	3 / 0	•	0.101	0.000	_00	_
Pivor Pd	Langueter County	51-604 Ottom 3.62 18		1 97%	0%	1%	1%	1%	0%	F	0.091	0.573	1900	G
River Rd	Lancaster County			9170	U 70	1 70	I 70	I 70	U 7/0	Г	0.091	0.573	1900	G
	To: From:	SR 201 Whit	-	0==:	0-1		461	461	061		0.657	2 22-		
River Rd	Lancaster County	4.10 80		97%	0%	1%	1%	1%	0%	С	0.091	0.628	820	G
<u> </u>	To:	51-622 Mo	orattico Rd											

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

Doute	luviadiation	Longth AADT (OA ATiro	Due	Tri	uck		00	K	QK _ Dir	AAWDT	- 04
Route	Jurisdiction	Length AADT (QA 4Tire	bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	Factor	AAWDI	Q۷
Diama D.I.	From:	51-622 Morattico R		00/	10/ 10/	40/	00/	_	0.400	0.074	700	_
354 River Rd	Lancaster County		G 97%	0%	1% 1%	1%	0%	F	0.109	0.674	780	G
	10.	SR 3 Historyland Hy										
	From:	US 33; Staples Mill						_				_
356 Hilliard Rd	Henrico County	0.67 19000	G 98%	0%	1% 0%	1%	0%	F	0.103	0.633	20000	G
<u> </u>	To: From:	Thornrose Ave										
356)Hilliard Rd	Henrico County	0.60 18000	G 98%	0%	1% 0%	1%	0%	С	0.107	0.613	19000	G
\smile	To	Hermitage Rd										
356 Hilliard Rd	Henrico County		G 98%	0%	1% 0%	1%	0%	F	0.093	0.531	23000	G
330)	To:	SR 161; Lakeside A	ve									
	From:	Colonial Pkwy										
359 Jamestown Festival Parkway	James City County		G 97%	2%	0% 0%	0%	0%	С	0.115	0.518	1700	G
,	To:	SR 31 Jamestown R										
Bus	From:	N Main St										
360 58 River St	City of Danville		F 93%	1%	1% 0%	5%	0%	F	0.089	0.514	16000	F
300)(30)	7-1											
Bus	From:	Old Halifax Rd										
360 58 South Boston Rd	City of Danville	1.24 15000	F 93%	1%	1% 0%	5%	0%	F	0.085	0.53	15000	F
~ ~	Tot	US 29 Danville Expres	swav									
360 58 South Boston Rd	City of Danville		F 85%	1%	1% 1%	12%	0%	F	0.08	0.546	26000	F
	Tod	V										
360 58 South Boston Rd	From: City of Danville	1.98 Example 21000	G 85%	1%	1% 1%	12%	0%	F	0.077	0.558	21000	G
360 58 South Boston Rd	Oity of Darivine		G 0576	1 /0		12 /0	0 /6	'	0.077	0.556	21000	C
~~~~	To: From:	ECL Danville						_		2.515		
360 (58) Philpott Rd	Pittsylvania County	2.37 <b>12000</b>	<b>F</b> 85%	1%	1% 1%	12%	0%	F	0.078	0.515	13000	F
~ ~	To: From:	SR 62										
360 (58) Philpott Rd	Pittsylvania County	3.32 <b>7700</b>	<b>A</b> 85%	1%	<u>1</u> % 1%	12%	0%	С	0.100	0.581	7800	Α
~ · ·	To:	Halifax County Lin										
Platte att Dat	From:	Pittsylvania County L		40/		4.00/	00/	_	0.070	0.544	0400	
360 58 Philpott Rd	Halifax County	3.48 <b>8000</b>	<b>G</b> 85%	1%	1% 1%	12%	0%	F	0.076	0.514	8100	G
	To: From:	SR 119 Delila										
360 58 Philpott Rd	Halifax County		<b>G</b> 85%	1%	<u>1</u> % 1%	12%	0%	F	0.078	0.507	7700	G
~	To:	41-658 Turbeville Rd; Me	elon Rd									
Dhille att Dd	Lialifan Canata	9.25 <b>8500</b>	A 050/	1%	10/ 10/	100/	00/	0	0.101	0.540	0700	^
Philpott Rd	Halifax County		A 85%	170	1% 1%	12%	0%	С	0.101	0.543	8700	Α
	From:	US 501 Huell Mathews US 501 Riverdale										
360 \ 58 \ Bill Tuck Hwy	Town of South Boston		<b>G</b> 85%	1%	1% 1%	12%	0%	F	0.077	0.549	13000	G
500) 500) = 12511,						0		-				·
Dill Tuek Ihere	Holifey County	CL South Boston		10/	10/ 10/	100/	00/	N.I	0.077	0.540	10000	ь.
360 (58) Bill Tuck Hwy	Halifax County	0.52 <b>12000</b>	N 85%	1%	1% 1%	12%	0%	IN	0.077	0.549	13000	N

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

Davida	Lord and California	Learning AADT		4.7.	Б		Tru	ıck		-00	K	Dir Dir	A A \ A \ \ D T	
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
Labor Danidalah Bhad	From:	US 58 E, Bill Tuc		000/	40/		00/	440/	00/	_	0.004	0.540	40000	_
360 John Randolph Blvd	Halifax County	0.45 10000	G	86%	1%	1%	2%	11%	0%	F	0.084	0.518	10000	G
~	To: From:	SCL South Bos										0.510		
360 John Randolph Blvd	Town of South Boston (Maint: 41)	0.16 <b>10000</b>	G	86%	1%	1%	2%	11%	0%	F	0.084	0.518	10000	G
~~	From:	SR 304 Seymou		2221		$\Box$								
John Randolph Blvd	Town of South Boston	0.52 <b>11000</b>	G	86%	1%	1%	2%	11%	0%	F	0.081	0.673	11000	G
~	To From:	SR 34 Hodges												
John Randolph Blvd	Town of South Boston	0.44 <b>12000</b>	G	86%	1%	1%	2%	11%	0%	F	0.086	0.564	12000	G
~	To: From:	Hamilton Blv												
John Randolph Blvd	Town of South Boston (Maint: 41)	0.09 <b>8400</b>	G	86%	1%	1%	2%	11%	0%	F	0.085	0.641	8400	C
~	To: From:	ECL South Bos	ston											
James D Hagood Hwy	Halifax County	1.43 <b>7200</b>	G	86%	1%	1%	2%	11%	0%	F	0.083	0.603	7100	(
<del>~</del>	To: From:	41-716 W Pan River O	Church F	ld		$\Box$ $\vdash$								
360 James D Hagood Hwy	Halifax County	5.28 <b>6500</b>	G	86%	1%	1%	2%	11%	0%	F	0.089	0.619	6400	(
~ <u></u>	To	SR 360 Bethel	Rd			<u> </u>								
360 James D Hagood Hwy	Halifax County	2.40 6000	F	86%	1%	1%	2%	11%	0%	F	0.094	0.6	5900	ı
	To	41-607 Rodgers Cha	nel Road	1										
360 James D Hagood Hwy	Halifax County	2.79 <b>5800</b>	G	86%	1%	1%	2%	11%	0%	F	0.083	0.539	5700	(
350)	To:	SR 92 South of C	Clover											
~~ .	From:	SR 92 South of Clover												
James D Hagood Hwy	Halifax County	2.73 <b>5000</b>	G	86%	1%	1%	2%	11%	0%	F	0.08	0.524	4900	(
<del>~</del>	From:	Charlotte County Halifax County												
Kings Hwy	Charlotte County	1.73 <b>4500</b>	F	86%	1%	1%	2%	11%	0%	F	0.086	0.501	4500	ı
,	To													
Kings Hwy	Charlotte County	SR 92 JEB Stuart 4.64 <b>3100</b>	F	86%	1%	1%	2%	11%	0%	F	0.079	0.56	3100	F
360 1 11193 1 11119	Thanlette deality		•	0070	1 /0	170	270	1170	070	•	0.070	0.00	0100	
Vingo Huny	Charlotte County	3.88 <b>4600</b>	F	80%	1%	1%	1%	16%	1%	F	0.085	0.521	4700	-
Kings Hwy	Chanotte County			00 /6	1 /0	1 /0	1 /0	10 /0	1 /0	'	0.003	0.521	4700	'
~~~~	To: From:	SR 47 Krafton C		000/	40/		40/	100/	10/		0.000		4000	_
360) (15) Kings Hwy	Charlotte County	6.60 4500	F	80%	1%	1%	1%	16%	1%	F	0.083	0.6	4600	I
☆	To: From:	S US 15 BU												
(15) Kings Hwy	Charlotte County	3.36 4700	G	80%	1%	1%	1%	16%	1%	С	0.083	0.507	4800	(
~ ~	To: From:	SR 40 Keysvi	ille											
(15) Kings Hwy	Charlotte County	2.10 5200	F	84%	1%	1%	1%	13%	0%	С	0.081	0.5	5400	I
~ ~	To From:	E US 15												
Kings Hwy	Charlotte County	1.69 4300	F	86%	1%	1%	2%	11%	0%	F	0.088	0.515	4300	F
~ <i>_</i>	Τα	Prince Edward Cou												
~~	From:	Charlotte County		000/	40/		00/	440/	00/	_	0.000	0.500	4000	
360 Kings Hwy	Prince Edward County	2.23 4800	G	86%	1%	1%	2%	11%	0%	F	0.086	0.509	4800	C

5/2/2016

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

_						Trı	uck			K	Dir		
Route	Jurisdiction	Length AADT	QA 4	ITire Bu	s 2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
~	From:	55-701 Brucevill		200/ 10	, 10'	201	110/	00/	_	0.007	0.540	4700	_
Kings Hwy	Prince Edward County	3.13 4800	G 8	36% 1%	6 1%	2%	11%	0%	F	0.087	0.513	4700	G
<u> </u>	To: From:	73-728 Moores Ord											
Kings Hwy	Prince Edward County	0.26 4900	G 8	36% 19	6 1%	2%	11%	0%	F	0.072	0.569	4800	(
~	To: From:	73-630 Free Stat	te Rd										
Kings Hwy	Prince Edward County	3.09 4900	G 8	36% 19	6 1%	2%	11%	0%	F	0.076	0.527	4800	(
~ <i></i>	Tα	73-696 Green Ba	ıv Rd		<u> </u>								
360)	Prince Edward County	5.56 4500	•	36% 19	6 1%	2%	11%	0%	С	0.109	0.636	4500	1
	To:	Nottoway County	y Line										
~~	From:	Prince Edward Cou	_						_				
360)	Nottoway County	1.12 4600	G 8	36% 1%	6 1%	2%	11%	0%	F	0.089	0.586	4600	(
~	To: From:	67-621 Burkes Tav											
360 }	Nottoway County	0.39 5100	G 8	36% 19	6 1%	2%	11%	0%	F	0.073	0.515	5100	(
~	To From	US 460			_								
360 (460)	Nottoway County	0.19 11000	G 8	34% 19	6 1%	2%	12%	0%	С	0.086	0.569	11000	(
	To	WCL Burkevi	11e										
360 (460)	Town of Burkeville (Maint: 67)	1.06 11000		34% 19	6 1%	2%	12%	0%	Ν	0.086	0.569	11000	- 1
400	Tor							- 7					
2007(400)	Town of Burkeville (Maint: 67)	Bus US 460 0.08 13000		36% 19	6 1%	2%	11%	0%	F	0.087	0.525	13000	(
360 (460)	Town of Burkeville (Maint. 07)			JU /6 I /	0 1/0	2/0	11/0	0 /6	'	0.007	0.525	13000	,
~~~	From	ECL Burkevil		200/ 40		00/	440/	00/		0.007	0.505	40000	
360 (460)	Nottoway County	0.35 <b>13000</b>	N 8	36% 1%	6 1%	2%	11%	0%	N	0.087	0.525	13000	1
~	To: From:	US 460 East Colonial											
East Patrick Henry Hwy	Nottoway County	0.23 <b>4800</b>	G 9	93% 1%	6 1%	1%	5%	0%	F	0.084	0.568	4800	(
~	To: From:	67-723 Lewiston P	lank Rd										
East Patrick Henry Hwy	Nottoway County	2.46 <b>4700</b>	G 9	93% 1%	6 1%	1%	5%	0%	F	0.088	0.545	4700	(
~	To	SR 49 Watsons W	ood Rd		<u> </u>								
East Patrick Henry Hwy	Nottoway County	4.17 <b>5900</b>	G 9	93% 1%	6 1%	1%	5%	0%	F	0.092	0.811	5900	(
	To:	Amelia County	Line										
~~	From:	Nottoway County							_				
Patrick Henry Hwy	Amelia County	0.49 <b>7000</b>	G 9	93% 1%	6 1%	1%	5%	0%	F	0.078	0.571	7000	(
~~	To: From:	SR 307 Holly Far											
Patrick Henry Hwy	Amelia County	8.55 <b>12000</b>	F 9	93% 1%	6 1%	1%	5%	0%	F	0.089	0.546	12000	
~	To From	04-681 Pridesvil	le Rd		_								
Patrick Henry Hwy	Amelia County	2.64 <b>16000</b>	<b>A</b> 9	93% 1%	6 1%	1%	5%	0%	С	0.103	0.537	16000	1
<i>~</i>	To	Bus US 360 Goodes I	Bridge Rd										
360 Patrick Henry Hwy	Amelia County	2.77 <b>15000</b>		93% 1%	6 1%	1%	5%	0%	F	0.093	0.557	15000	
,,	т.			• • • • • • • • • • • • • • • • • • • •	<del></del> 1				•				
Patrick Henry Hwy	Amelia County	04-604 Chula 3.37 <b>17000</b>		93% 1%	6 1%	1%	5%	0%	F	0.087	0.584	17000	(
360 Ji atrick Herry Hwy		Chesterfield County Line; A			0 1/0	1 /0	J /0	U /0	1	0.007	0.304	17000	•

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

					_		Tru	ıck			K	. Dir		_
Route	Jurisdiction	Length <b>AADT</b>	QA ·	41 ire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor Q	K Factor	AAWDT	Q
~	From:	Amelia County Line; Appo								_				
Hull Street Rd	Chesterfield County	5.16 <b>17000</b>	F	93%	1%	1%	1%	5%	0%	F	0.086	0.612	17000	
<del>~</del>	To: From:	20-603 W, Skinqua	rter Rd											
Hull Street Rd	Chesterfield County	2.84 <b>19000</b>	F	93%	1%	1%	1%	5%	0%	F	0.078	0.573	19000	
~	To:	20-730 Baldwin Cro	eek Rd			<b>—</b> —								
Hull Street Rd	Chesterfield County	1.31 23000		93%	1%	1%	1%	5%	0%	F	0.080	0.577	23000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To													
60 Hull Street Rd	Chesterfield County	20-667 Otterdale 1.48 <b>35000</b>		93%	1%	1%	1%	5%	0%	F	0.081	0.562	35000	
60 I Idii Street Hu	To:	20-3600 Woodlake Vi			1 /0	1 /0	1 /0	J /6	0 /6	'	0.001	0.302	33000	
	From:	20-3600 Woodlake Vil				1								
60 Hull Street Rd	Chesterfield County	0.99 48000		93%	1%	1%	1%	5%	0%	F	0.088	0.586	49000	
30)	To													
60 Hull Street Rd	Chesterfield County	20-702 Spring F 2.19 <b>74000</b>		93%	1%	1%	1%	5%	0%	F	0.087	0.65	75000	
60 I luli Street Hu	Chesterned County	2.19 74000	г	93 /6	1 /0	1 /0	1 /0	J /6	0 /6	'	0.007	0.03	73000	
<u>~</u>	To: From:	SR 288												
60 Hull Street Rd	Chesterfield County	3.20 <b>42000</b>	F	93%	1%	1%	1%	5%	0%	F	0.088	0.583	42000	
<del>~</del>	To	20-653 Courthous	se Rd			<u> </u>								
60 Hull Street Rd	Chesterfield County	2.21 <b>41000</b>	F	93%	1%	1%	1%	5%	0%	F	0.097	0.619	41000	
	To	20 (47 W-11	D11											
Hull Street Rd	Chesterfield County	20-647 Walmsley 2.25 <b>37000</b>		93%	1%	1%	1%	5%	0%	F	0.098	0.670	37000	
50 Trail Officer rid	Chesternela County				1 /0	1 /0	1 /0	370	0 70	'	0.000	0.070	37000	
~	To: From:	SR 150 Chippenham Pkwy;												
Hull Street Rd	City of Richmond	0.61 <b>25000</b>	F	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</b>	F	97%	2%	1%	0%	0%	0%	F	0.093	0.626	25000	
~ <u></u>	To:	SR 161 Belt Bl	lvd											
Hull St	City of Richmond	0.18 <b>19000</b>		97%	2%	1%	0%	0%	0%	F	0.087	0.648	20000	
50). 15 21	-							• , •	-,-	-				
~	From:	McGuire Dr 1.05 <b>17000</b>		97%	2%	10/	00/	00/	0%	F	0.004	0.057	10000	
Hull St	City of Richmond	1.05 <b>17000</b>	Г	97%	2%	1%	0%	0%	0%	г	0.084	0.657	18000	
~~	To: From:	Midlothian Tpl												
Hull St	City of Richmond	0.54 <b>22000</b>	F	97%	2%	1%	0%	0%	0%	С	80.0	0.574	23000	
~ <i>_</i>	To:	US 1 Jefferson Dav	is Hwy											
Hull St	City of Richmond	0.55 14000		97%	2%	1%	0%	0%	0%	F	0.077	0.533	14000	
20	To													
	City of Dishmond	Commerce Ro		96%	2%	10/	10/	00/	0%	С	0.004	0.500	22000	
Hull St	City of Richmond	0.37 <b>20000</b>		30%	<b>4</b> %	1%	1%	0%	U%	U	0.084	0.500	22000	
<u> </u>	To: From:	1st St				⊒⊢								
Mayo Bridge	City of Richmond	0.51 <b>20000</b>	F	97%	2%	1%	0%	0%	0%	F	0.086	0.503	22000	
<i></i>	To	Dock St												
60 14th St	City of Richmond	0.08 14000	F	97%	2%	1%	0%	0%	0%	F	0.094	0.509	15000	
<del>~~</del>	To:	US 60 Cary S												

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

						_		Tru	ıck			K		Dir		_
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~~	From:		S 60 Cary St													
360 \ (60 \) 14th St	City of Richm		14000	N	97%	2%	1%	0%	0%	0%	N	0.094		0.509	15000	
* *	To:	US	60 Par, Main	St												
Main Ct	City of Richm	0.00	14th St	F	97%	2%	10/	00/	00/	00/	F	0.100		0.740	20000	
360 60 Main St	City of Alcrim	ond 0.30	18000 18th St	Г	9770	270	1%	0%	0%	0%	Г	0.102		0.748	20000	
	From:	II	S 60 Main St													
360 18th St	City of Richm		8400	F	97%	2%	1%	0%	0%	0%	F	0.09		0.737	8900	
360) . 5 51	5.ky 5			•	0.70		. , ,	0,0	0 70	0,0	•	0.00		0.7.07	0000	
~~~	From:		Grace St		0==/											
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:	US	250 Broad S	St			<u> </u>									
360 18th St	City of Richm		6900	F	97%	2%	1%	0%	0%	0%	F	0.107			7300	
300)	Combined Traffic Estimates for 2 Parallel	Boadways on this Boute:		F	97%	2%	1%	0%	0%	0%	F	0.095	F	0.67	23000	
	combined frame Learnage for L 1 aranging			•	07.70	270		0 70	0 70	0 70	•	0.000	•	0.07	20000	
~~~	From:		Venable St		2=2										4400	
360 18th St	City of Richm		3900	F	97%	2%	1%	0%	0%	0%	F	0.11		0.638	4100	
	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	
	To:		Balding St													
~~~	From:		18th St													
360 Balding St	City of Richm		3900	N	97%	2%	1%	0%	0%	0%	N	0.11		0.638	4100	
	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													
~~~ 17th Ot Officer   17th M	O'the of Dish as		Balding St		070/	00/	40/	00/	00/	00/	_	0.007		0.545	0000	
360 17th St, Oliver Hill Way	City of Richm		8100	F	97%	2%	1%	0%	0%	0%	F	0.097		0.545	8600	
	10: From:	F	airfield Way													
360 Fairfield Way	City of Richm	nond 0.54	17th St 6400	Α	98%	1%	1%	0%	0%	0%	С	0.130		0.809	7100	
360 I airrieid Way	To To		hanicsville Tr		90 /0	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.130		0.009	7100	
	From:		airfield Way	oke												
360 Mechanicsville Tpke	City of Richm		12000	F	97%	2%	1%	0%	0%	0%	F	0.098		0.613	13000	
360)	5.ky 5			•	0.70		. , ,	0,0	0 70	0,0	•	0.000		0.0.0	.0000	
~~~	From:		I-64		2221											
360 Mechanicsville Tpke	City of Richm	ond 0.25	31000	G	98%	0%	1%	0%	1%	0%	F	0.092		0.659	33000	
<u> </u>	To	EC	CL Richmond	i			_									
360 Mechanicsville Tpke	Henrico Cou	inty 1.53	33000	G	98%	0%	1%	0%	1%	0%	F	0.092		0.635	35000	
	Tol	•														
360 Mechanicsville Tpke	From:		aburnum Ave 31000	G	98%	0%	10/	00/	1%	0%	F	0.094		0.609	33000	
360 Wechanicsville Tpke	Henrico Cou	<u>,                                      </u>			90%	0%	1%	0%	170	0%	Г	0.094		0.609	33000	
-	From:		over County L rico County L													
360 Mechanicsville Tpke	ا Hanover Cou		31000	G	98%	0%	1%	0%	1%	0%	F	0.094		0.609	33000	
360 INICOTIATIOSVIIIE THICE	i ianovei Cot	Jiney 0.47	31000	<u> </u>	JU /6	0 /0	1 /0	0 /0	1 /0	0 /0	'	0.034		0.003	55000	
~~~	To: From:	Bus US 360	), Mechanics	ville T												
360 Mechanicsville Bypass	Hanover Cou	unty 0.60	22000	Α	98%	0%	1%	0%	1%	0%	С	0.106		0.601	24000	
~	To:	SR 150	6 Cold Harbo	or Rd												

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

							Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	. QI
~~ <u>-</u>	From:	SR 156 Cold												
Mechanicsville Bypass	Hanover County	0.13 2200	0 N	98%	0%	1%	0%	1%	0%	N	0.106	0.601	24000	١
~ ~	To: From:	Bus US 360, Mech												
Mechanicsville Tpke	Hanover County	0.33 2200	0 N	98%	0%	1%	0%	1%	0%	N	0.106	0.601	24000	ا
~	To: Fron:	I-29:	5											
Mechanicsville Tpke	Hanover County	1.30 5800	0 G	98%	0%	1%	0%	1%	0%	F	0.089	0.606	62000	
~	To: From:	42-643 Lee D	avis Road											
Mechanicsville Tpke	Hanover County	1.19 3600	0 G	98%	0%	1%	0%	1%	0%	F	0.093	0.596	39000	
~	To: From	42-1015 Creig	hton Pkwy											
Mechanicsville Tpke	Hanover County	1.37 2600		98%	0%	1%	0%	1%	0%	F	0.087	0.666	28000	
	To:	42-615 Walnut												
Mechanicsville Tpke	Hanover County	3.23 2400		98%	0%	1%	0%	1%	0%	F	0.089	0.669	24000	
00)	Tor													
Mechanicsville Tpke	Hanover County	42-606 Old Church 4.35 1900		98%	0%	1%	0%	1%	0%	F	0.100	0.717	20000	
Weenaniesville Tpice	To:	King William C			0 70	170	0 /0	1 /0	0 70	•	0.100	0.717	20000	
	From:	Hanover Cou												
Richmond Tappahannock Hwy	King William County	2.32 1900	0 G	95%	0%	1%	1%	4%	0%	F	0.096	0.724	20000	
~ <i></i>	To	50-605 Old Ne	wcastle Rd			— —								
Richmond Tappahannock Hwy	King William County	2.77 1700		95%	0%	1%	1%	4%	0%	С	0.097	0.527	18000	
	То	SR 30 King V	/illiam Rd											
Richmond Tappahannock Hwy	King William County	3.34 130 0		95%	0%	1%	1%	4%	0%	F	0.088	0.583	13000	
00)	To:	King & Queen												
~~	From:	King William C	County Line	;										
Richmond Hwy	King & Queen County	2.91 1100	0 F	95%	0%	1%	1%	4%	0%	F	0.09	0.617	11000	
~	To: From:	SR 14 The	Trail											
Richmond Hwy	King & Queen County	6.29 910	0 F	92%	1%	1%	2%	4%	0%	С	0.088	0.63	9400	
~ <u></u>	To:	Essex Cour												
Richmond Hwy	Essex County	King & Queen (92%	1%	1%	2%	4%	0%	F	0.089	0.603	9000	
Hichinoria Hwy	Essex County				1 70	1 70	270	4 70	0%	Г	0.009	0.603	9000	
~~~	From:	28-620 Dunbrooke			40/		00/	40/	001		0.000	0.540	0.1.00	
Richmond Hwy	Essex County	6.41 <b>890</b>	0 G	92%	1%	1%	2%	4%	0%	F	0.080	0.543	9100	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	W US												
(17) Tappahannock Blvd	Essex County	0.20 2100	0 G	94%	0%	1%	1%	4%	0%	F	0.079	0.509	19000	
~ ~	To: From:	CL Tappah	annock											
960 (17)	Town of Tappahannock (Maint: 28)	2.24 210 0	0 N	94%	0%	1%	1%	4%	0%	Ν	0.079	0.509	19000	
~~	Τα	E US	17											
Queen St	Town of Tappahannock (Maint: 28)	0.25 1200		95%	0%	1%	1%	2%	0%	F	0.081	0.556	13000	
	То	Richmond Co												
~	From:	Essex Cour								_				
Richmond Rd	Richmond County	3.98 130 0	0 G	94%	0%	1%	2%	3%	0%	С	0.082	0.603	14000	(

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK I	Factor	AAWDT	QW
(360) Richmond Rd	Richmond County		W, Newland		95%	0%	1%	1%	2%	0%	С	0.102		0.528	14000	Α
360) (116111110110 110	Too.					0 70		1 /0	270	0 70	Ü	0.102		0.020	14000	,,
(360) Richmond Rd	Town of Warsaw (Maint: 79		CL Warsaw 13000	N S	95%	0%	1%	1%	2%	0%	N	0.102		0.528	14000	N
	To: From:	W	V SR 3 Bus				\supset									
Bus Richmond Rd	Town of Warsaw (Maint: 75	9) 0.78	13000	G 9	95%	0%	1%	1%	2%	0%	F	0.081		0.607	14000	G
Piekwand Dd	Tours of Marian 7		R 3 Bus, SR 3		250/	00/	10/	10/	00/	00/	F	0.000		0.007	0000	
Richmond Rd	Town of Warsaw (Maint: 79	,	8100	G 9	95%	0%	1%	1%	2%	0%	г	0.092		0.607	8300	G
360 Richmond Rd	Richmond County	4.59	CL Warsaw 8100	N 9	95%	0%	1%	1%	2%	0%	N	0.092		0.607	8300	N
360) Hermiona Ha	To Too				JJ 70	0 70		1 /0	270	0 70	14	0.032		0.007	0000	14
360 Richmond Rd	Richmond County	2.97	otuskey Chur 5800		95%	0%	1%	1%	2%	0%	F	0.086		0.614	6000	G
	To:		erland Count													
360 Richmond Rd	Northumberland County		ond County I)E0/	0%	1%	1%	2%	0%	F	0.088		0.580	6200	G
360 Alchinona Ra	Northumberiand County	3.19	6000		95%	0%	170	170	2%	0%	Г	0.088		0.560	6200	G
360 Northumberland Hwy	Northumberland County	SR 202 1 0.39	Hampton Ha 7900		95%	1%	1%	1%	2%	0%	F	0.085		0.504	8200	G
1360 Northumberiand Tiwy	Northamberiand County				3J /o	1 /0	1 /0	1 /0	2/0	0 /0	•	0.003		0.504	0200	G
Northumberland Hwy	Northumberland County	66-75	50 Supply Lar 6900		95%	1%	1%	1%	2%	0%	F	0.090		0.542	7200	G
,	та	SR 201	1 Courthouse	· Rd												
Northumberland Hwy	Northumberland County	7.91	4600		95%	1%	1%	1%	2%	0%	С	0.087		0.568	4700	G
<u></u>	To: From:	SR 200 Jesse	DuPont Men	norial Hw	/у		_									
Northumberland Hwy	Northumberland County	3.05	4900	G 9	95%	1%	1%	1%	2%	0%	F	0.079		0.535	5100	G
	To: From:	66-646	6 E, Fairport	Rd												
Northumberland Hwy	Northumberland County	2.14	2800	G S	95%	1%	1%	1%	2%	0%	F	0.082		0.511	2900	G
<u>*</u>	To: From:		57 Fleeton R													
360 Main St	Northumberland County	0.45	830		95%	1%	1%	1%	2%	0%	F	0.098		0.505	860	G
	From		ed Ave; Maii													
(360) Ramp	City of Richmond (Maint: 4:		fechanicsville 14000	G Tpke								0.091			14000	G
360) (1211)	To:		I-64 West									0.001			1 1000	
East	From:	US 360 E, 1	Mechanicsvi	lle Tpke												
(360) Ramp	City of Richmond (Maint: 4	,	1100	G								0.114			1100	G
	To:		ast Collector													
East	City of Pichmond (Maint: 4)		TO I-64 WI	EST								NA			NA	
(360) Ramp	City of Richmond (Maint: 4	US 360-W143B U		B FROM	RT 3							INA			INA	
East	From:	US 360 TO RO					1									
(360) Ramp	Hanover County	0.43	1900	G								0.115			1900	G
<u> </u>	To:	I-295-E FROM ROUT	ΓΕ 360 EAST	Г-МЕСН	ANICSV	VI										

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

Route	Jurisdictio	- 9-			4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 360 Ramp	Hanover Cou	unty 0.23	4100 W FROM RT	G								0.135			4100	G
West 360 Ramp	From: Henrico Cou To:	US 360 W. unty 0.19	Mechanicsv 2800 ast Collector	ille Tp G	ке							0.094			2800	G
West 360 Ramp	From: City of Richmond (To:		0 TO I-64 WI NA US 360- 143E		M RT 3							NA			NA	
West 360 Ramp	From: Hanover Cot To:	unty 0.20	660 TO RT 29 4100 E FROM RT	G								0.091			4100	G
West 360 Ramp	From: Hanover Col To:		037A TO AN 9200 W FROM RT	G	OM RT							0.119			9200	G
360 Grace St	City of Richm Combined Traffic Estimates for Parallel	nond 0.06	3500; 18th St 3500 NA 17th St	G	97%	2%	1%	0%	0%	0%	F	0.119 NA		0.896	3700 NA	G
360 17th St	City of Richm Combined Traffic Estimates for 2 Parallel		Grace St 3900	F F	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.106 0.096	F	0.873 0.733	4100 13000	F F
3 _β 0 17th St	City of Richm Combined Traffic Estimates for 2 Parallel	nond 0.18	250 Broad S 15000 22000	F F	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.102 0.095	F	0.67	16000 23000	F F
3 _β 0 17th St	City of Richm Combined Traffic Estimates for 2 Parallel	nond 0.50 Roadways on this Route:	5100 5000 9000 Balding St	able S	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.102 0.101	F	0.534	5400 9500	F F
Bus 360 Mechanicsville Tpke	Hanover Cou	US 360 W unty 0.49	est of Mecha 6800	G	99%	0%	1%	0%	0%	0%	С	0.094		0.573	7300	G
Mechanicsville Tpke	From: Hanover Cou To:		7100 ast of Mechan	G	99%	0%	1%	0%	0%	0%	F	0.086		0.988	7600	G
Bus 360 Goodes Bridge Rd	From: Amelia Cou	nty 2.94	0 West of An 4200 0 East of Am	F	98%	0%	1%	0%	1%	0%	С	0.102		0.541	4400	F
Bus Bus (360) (460)	From Nottoway Co		US 460 860 CL Burkeville	G	95%	1%	1%	2%	1%	0%	С	0.107		0.526	890	G

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

		Filliary and					Tru	ıck			K	Dir		
Route	Jurisdiction	Length I	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
Bus Bus	From:		Burkeville											
360 (460)	Town of Burkeville (Maint: 67)	0.30	860 N	95%	1%	1%	2%	1%	0%	Ν	0.107	0.526	890	Ν
Bus Bus	To: From:	67-724 H	Iarris Spring Rd											
360 (460)	Town of Burkeville (Maint: 67)	0.21	1900 G	95%	1%	1%	2%	1%	0%	F	0.095	0.561	1900	G
	To	67-62	28 Agnew St											
Bus Bus	Town of Burkeville (Maint: 67)		2200 G	95%	1%	1%	2%	1%	0%	F	0.104	0.5	2200	G
360 (460)	Ta		ast of Burkeville	33 /6	1 /0	1 /0	276	1 /0	0 /6	•	0.104	0.5	2200	ч
Bus Bus	From:		OF KEYSVILLE			İ								
360 (15) Olds Kings Hwy	Charlotte County		1200 F	93%	0%	1%	1%	4%	0%	С	0.098	0.56	1300	F
\rightarrow	Too	CL	Keysville											
Bus Bus	Town of Keysville (Maint: 19)		1200 N	93%	0%	1%	1%	4%	0%	N	0.098	0.56	1300	Ν
360) (15)	Town of Reysvine (Maint: 15)			30 70	0 70	1 70	1 /0	7/0	0 70	14	0.000	0.50	1000	11
Bus Bus	From:		S SR 40											
360) (15) (40) McDonald Rd	Town of Keysville (Maint: 19)	0.56	5100 F	93%	0%	1%	1%	4%	0%	F	0.09	0.519	5300	F
Bus Bus	To: From:	N	N SR 40											
360 (15) Four Locust Hwy	Town of Keysville (Maint: 19)	0.37	3900 F	93%	0%	1%	1%	4%	0%	F	0.089	0.55	4100	F
\sim	To	CL	Keysville											
Bus Bus 360 (15)	Charlotte County		3900 N	93%	0%	1%	1%	4%	0%	N	0.089	0.55	4100	Ν
360) [15]	To:		OF KEYSVILLE	30 /0	0 70	170	1 /0	7/0	0 70	14	0.000	0.55	4100	11
	From:	Riv	verside Dr											
360)(293)North Main St	City of Danville		9100 F	98%	0%	1%	0%	0%	0%	F	0.085	0.599	9900	F
\bigcup	Too	Wo	orsham St											
360)(293)North Main St	City of Danville		9900 F	98%	0%	1%	0%	0%	0%	F	0.085	0.58	11000	F
	To:		th Main St											
360)Richmond Blvd	City of Danville		North Main St 3100 F	98%	0%	1%	0%	0%	0%	С	0.093	0.523	3300	F
360) Thermona Biva	Only of Barryine			30 /0	0 70	1 70	0 78	0 /0	0 70	O	0.000	0.020	3300	'
360 Old Richmond Rd	Pittsylvania County		<u>L Danville</u> 3800 F	98%	0%	1%	0%	0%	0%	F	0.096	0.577	4000	F
360) Old Fileriniona Fid	- Integrivating County			30 70	0 70	1 70	0 78	0 /0	0 70	•	0.000	0.577	4000	
360)Old Richmond Rd	Pittsylvania County		US 29 1700 F	98%	0%	1%	0%	0%	0%	F	0.096	0.651	1800	F
360) Old File III old Fid	Tittsylvania Gounty					1 70	0 78	0 /0	0 70	•	0.000	0.001	1000	٠
360)Old Richmond Rd	Pittsylvania County	71-726 Malmaison R 3.66	490 F	urch Road 98%	0%	1%	0%	0%	0%	F	0.128	0.688	510	F
560 / Sid Filorimond Fid	Talloyivama Godiny			0070	070		070	0 /0	070	•	0.120	0.000	010	
360)Old Richmond Rd	Pittsylvania County	7.32	Keeling Drive 990 F	98%	0%	1%	0%	0%	0%	F	0.099	0.618	1000	F
300) 3.8 1 13.111 5.12 1 13	To To		County Line	0070	<u> </u>		J /0	0 /0	J /0	•	0.000	5.010	. 300	٠
	From	Pittsylvar	nia County Line											
360)Mountain Rd	Halifax County	5.11	1100 G	92%	1%	1%	0%	6%	0%	С	0.094	0.533	1100	G

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

					·	_		Tru	ck			K	a	Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From	41-68	3 Oak Level	Road												
Mountain Rd	Halifax Cou	unty 5.65	1900	G	92%	1%	1%	0%	6%	0%	F	0.084		0.627	2000	(
<u> </u>	To	41-681	Union Church	h Road			\neg \vdash									
360)Mountain Rd	Halifax Cou	· •	5100	G	92%	1%	1%	0%	6%	0%	F	0.089		0.610	5200	(
	To	41	1-654 Singi R	d												
360)Mountain Rd	Halifax Cou		2200	N	94%	0%	1%	1%	4%	0%	Ν	0.087		0.53	2300	ı
300)	To		WCL Halifax													
Mountain Rd	From: Town of Halifax (I		2200	G	94%	0%	1%	1%	4%	0%	С	0.087		0.53	2300	(
360) Modritain Fid	To		US 501 South		O+70	0 70		1 70	470	0 70	J	0.007		0.00	2000	
	From:	c	US 501 S													
360)(501) Main St	Town of Halifax (I	Maint: 41) 0.78	9200	G	96%	1%	1%	1%	2%	0%	F	0.080		0.593	9800	
	To		US 501 N													
Bethel Rd	Town of Halifax (I		2 P Bailey Me 3900	morial G	Hwy 91%	0%	1%	1%	6%	0%	С	0.087		0.613	4100	
360 Detrier Hu	Town of Halliax (I			G	31/0	0 /6	1 /0	1 /0	0 /0	0 /6	C	0.007		0.013	4100	
	To:		ECL Halifax													
Bethel Rd	Halifax Cou		2600	G	89%	1%	1%	1%	9%	0%	С	0.089		0.533	2700	
<u>~</u>	10:	US 360 J	ames D Hago	ood Hw	у											
orth	From		Commonwea								_					
381	City of Bristol (M	,	7700	Α	96%	0%	1%	0%	2%	0%	С	0.105			8200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	96%	0%	1%	0%	2%	0%	С	0.106	Α	0.508	16000	
orth	From	· p	I-81 amp to I-81 S	2			-									
381)I-381 N Ramp	City of Bristol (M	·	6800	G	96%	0%	1%	0%	2%	0%	F	0.105			7200	
301)	Combined Traffic Estimates for 2 Parallel	,		G	96%	0%	1%	0%	2%	0%	F	0.106	Α	0.508	14000	
	To	:	I-81 North		0070	0 70	Ť	0,0	_,,	0,0	•	000		0.000		
orth	From	e e	I-381 North													
Ramp I-381 N to I-81 S	City of Bristol (M	faint: 95) 0.31	700	G	96%	0%	1%	0%	2%	0%	F	0.135			740	
,	To	,	I-81 South													
outh	From:	SR 381	Commonwea	lth Ave												
881)	City of Bristol (M		7200	Α	96%	0%	1%	0%	2%	0%	С	0.111			7700	
,,,,,	Combined Traffic Estimates for 2 Parallel	, , , , , , , , , , , , , , , , , , ,	15000	Α	96%	0%	1%	0%	2%	0%	С	0.106	Α	0.508	16000	
	To	·	I-81													
outh	From:		From I-81 N													
1-381 S Ramp	City of Bristol (M	,	6400	G	96%	0%	1%	0%	2%	0%	F	0.111			6800	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	96%	0%	1%	0%	2%	0%	F	0.106	Α	0.508	14000	
	To	·	I-81 South													_
¬~~	From:		Tennessee St													
381) (19) (421) Commonwe	alth Ave City of Bris	stol 0.07	16000	N	92%	1%	1%	0%	6%	0%	Ν	0.085		0.521	17000	
	Tro-	US	S 421 Goode	St			\neg \vdash									
381) (19) (421) Commonwe	alth Ave City of Bris		16000	G	92%	1%	1%	0%	6%	0%	F	0.085		0.521	17000	
	To:		13 Cumberlar	nd St												

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

								Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT (QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
	From:		13 Cumberland												
381) (19) (421) Commonwealth Ave	City of Bristol	0.16	18000	G	96%	0%	1%	0%	2%	0%	F	0.087	0.529	19000	G
	To: From:		3 Par; Sycamor												
381 (19) (421) Commonwealth Ave	City of Bristol	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088	0.542	20000	G
	To: From:		11 Euclid Ave												
Commonwealth Ave	City of Bristol	0.63		G	96%	0%	1%	0%	2%	0%	F	0.093	0.516	19000	G
<u> </u>	10.		Leys St; I-381												
Ramp	Fairfax County	I-395-9 0.38	NA NA	495								NA		NA	
395/114111	To:		FROM 395 N	1 & S								INA		INA	
xpN	From:		rsible Lane Sp				1								
Northbound Express Lane	Arlington County	1.21		G	98%	1%	0%	0%	0%	0%	F	0.127		30000	(
	d Traffic Estimates for 4 Parallel Roads	ways on this Route:	136000	G	98%	1%	1%	1%	1%	0%	F	NA		150000	C
	Тох	Distric	t of Columbia l	Line											
ExpN	From:	I-395-1 TO PENTAG		S ST-B	USES ON	NL									
Ramp	Arlington County	0.10	NA									NA		NA	
<u> </u>	Τα	00-6723; 00-672			RT 39										
ExpS 395)Southbound Express Lane	Arlington County	Reve	ersible Lane Sp 13000	olit G	98%	1%	0%	0%	0%	0%	_	0.124		17000	(
	d Traffic Estimates for 4 Parallel Roads			G	98%	1%	1%	1%	1%	0%	F	0.124 NA		150000	
Combine	To:		t of Columbia l		30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	INA		130000	
-xnS	From:		TO RT 395 SC												
ExpS 395)Ramp	Arlington County	0.03	NA	<i>5</i> 0 111								NA		NA	
	To:	I-395-S FROI	M RT 395 SO	EXPR	ESS										
ExpS	From:	I-395-3 TO PENTAG	GON & EADS	ST-B	USES ON	NL .									
Ramp	Arlington County	0.12	NA									NA		NA	
<u> </u>	To:	00-6723 PENTAGON	ROTARY RO	ADW	AY FRO	M R									
North	From:		Franconia Spri			10/		40/	10/	00/		0.070		22222	
395	Fairfax County	0.67		N	98%	1%	1%	1%	1%	0%	N	0.076		68000	1
Combine	d Traffic Estimates for 3 Parallel Roady	ways on this Houte:	186000	N	98%	1%	1%	1%	1%	0%	N	NA		200000	1
North_	To: From:	I-495	Capital Beltw	/ay											
395)	Fairfax County	1.11	66000	F	98%	1%	1%	1%	1%	0%	F	0.076		68000	F
Combine	d Traffic Estimates for 3 Parallel Roady	ways on this Route:	186000	G	98%	1%	1%	1%	1%	0%	F	NA		200000	(
North	To: From:	29-	-648 Edsall Rd	1											
North 395)	Fairfax County	0.91	80000	G	98%	1%	1%	1%	1%	0%	F	0.072		83000	(
	d Traffic Estimates for 3 Parallel Roady			G	98%	1%	1%	1%	1%	0%	F	0.073	F 0.644	194000	
	To:	-	Reversible Lar				i								

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
North	From:	Turkeycock	Reversible I	Lane Ra	mps											
395)	Fairfax Coun	nty 0.51	77000	Α	98%	1%	1%	1%	1%	0%	С	0.078			79000	Α
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	175000	F	98%	1%	1%	1%	1%	0%	С	0.083	Α	0.601	186000	F
	To:	W	CL Alexand	lria												
lorth	From:		fax County I								_					
395)	City of Alexandria (M	,	77000	Α	98%	1%	1%	1%	1%	0%	С	0.078			79000	F
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	175000	F	98%	1%	1%	1%	1%	0%	С	0.083	Α	0.601	186000) F
a utla	To: From:	SI	R 236 Duke	St												
lorth 395	City of Alexandria (N	Maint: 29) 1.64	57000	F	98%	1%	1%	1%	1%	0%	F	0.069			58000	F
999)	Combined Traffic Estimates for 3 Parallel F	, , , , , , , , , , , , , , , , , , ,		G	98%	1%	1%	1%	1%	0%	F	0.068	F	0.567	175000	. (
	Combined Traine Estimates for 5 T drainer				30 70	1 /0	1 70	1 /0	1 /0	0 70	•	0.000	•	0.507	173000	`
orth	To: From:		Seminary Rd	1												
95)	City of Alexandria (M	Maint: 29) 1.11	79000	F	98%	1%	1%	1%	1%	0%	F	0.075			81000	
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	187000	G	98%	1%	1%	1%	1%	0%	F	0.073	F	0.608	201000	(
	Tot	SR 7 King S	t Arlington	County	Line											
orth	From: L					40/	40/	40/	40/	00/	_	0.004			00000	
95	Arlington Cou	•	87000	G	98%	1%	1%	1%	1%	0%	F	0.084	_		89000	(
	Combined Traffic Estimates for 3 Parallel F	-		G	98%	1%	1%	1%	1%	0%	F	0.071	F	0.555	215000) (
orth	From:	Quaker L Quaker Land	ane, WCL A													
orth 95)	L City of Alexandria (M		87000	G	98%	1%	1%	1%	1%	0%	F	0.084			89000	(
95)	Combined Traffic Estimates for 3 Parallel F	,		G	98%	1%	1%	1%	1%	0%	F	0.071	F	0.555	219000	
	To:		gton County		0070	1 /0		1 /0	1 /0	0 /0	•	0.07 1	•	0.000	210000	•
orth	From:		CL Alexand													
95)	Arlington Cou	nty 0.15	87000	G	98%	1%	1%	1%	1%	0%	F	0.084			89000	(
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	204000	G	98%	1%	1%	1%	1%	0%	F	0.071	F	0.555	219000) (
	Tot	SR	120 Glebe	Rd												
orth	From: L				000/	40/	40/	40/	40/	00/	_	0.005			05000	
95	Arlington Cou	,	92000	G	98%	1%	1%	1%	1%	0%	-	0.085	_		95000	(
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	205000	G	98%	1%	1%	1%	1%	0%	F	0.072	F	0.733	221000) (
orth	To: From:	SR 27 W	ashington B	Boulevard	d											
95)	Arlington Cou	nty 1.42	51000	G	98%	1%	1%	1%	1%	0%	F	0.087			52000	(
193)	Combined Traffic Estimates for 4 Parallel F	•		G	98%	1%	1%	1%	1%	0%	F	NA			150000	
						1,0		1 70	1 /0	070	•				100000	
orth	From:	US 1 Je	efferson Dav	is Hwy												
95) (1)	Arlington Cou	nty 0.55	66000	G	98%	1%	1%	1%	1%	0%	F	0.073			68000	(
	Combined Traffic Estimates for 4 Parallel F	Roadways on this Route:	183000	G	98%	1%	1%	1%	1%	0%	F	NA			199000	(
	_Τα	George V	Washington 1	Parkway	/		<u> </u>									
lorth	Audio and a second					10/	10/	10/	10/	00/	N.I	0.070			60000	
395 1	Arlington Cou	•	66000	N	98%	1%	1%	1%	1%	0%	N	0.073			68000	
_	Combined Traffic Estimates for 4 Parallel F	Roadways on this Route:	183000	N	98%	1%	1%	1%	1%	0%	Ν	NA			199000	1

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

Route	Jurisdiction	Length A	DT QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor QF	Dir Factor	AAWDT	QW
North	From:		495 NORTH							
Ramp	Fairfax County	0.10 N	IA				NA		NA	
North	From: 29-	-789-N003A FROM RT	8900- COMN	MERCE ROA	AD					
(395)Ramp	Fairfax County	0.09 N	IA				NA		NA	
\smile	To	29-644-W006C FR	OM RT 644	WEST						
North (395) Ramp	Fairfax County	0.60 N	IA				NA		NA	
(393)	Tα	I-395-S0011								
North	From:	I-39	95 N							
395 Exit 2A	Fairfax County		800 F				0.087		9300	F
$\overline{}$	Tα	29-648 Ec	sall Rd EB							
North	From:		95 N							
395 Exit 2B	Fairfax County _™		000 F				0.13		8000	F
	Form		sall Rd WB							
North (395) Turkeycock Interchange	Fairfax County		95 N 900 F				0.272		2900	F
395) ramoyocon interestange	To:	I-395 R Rever		В			0.272		2000	•
North	From:	I-395-N TO RT 236	EAST00- DU	JKE ST						
(395)Ramp	City of Alexandria (Maint: 29)		00 F				0.092		8400	F
	Tα	I-395-N TO RT 236	EAST00- DU	JKE ST						
North	From:	I-395-N TO RT 236		JKE ST						
Ramp	City of Alexandria (Maint: 29)	0.13 7 1 I-395-N TO RT 236	00 F	TYPE OF			0.082		7100	F
N. a.	From									
North Ramp	City of Alexandria (Maint: 29)	I-395-N TO RT 42000 0.18)- SEMINAR I A	Y ROAD			NA		NA	
Ramp	<u> </u>						107		1471	
North	110111	SR 420-E000X RT 395 I		EAST COLL						
395 Ramp	City of Alexandria (Maint: 29)		IA				NA		NA	
North	To: From:	SR 420-W000X RT 395	N & RT 420 V	WEST COLL	,					
(395)Ramp	City of Alexandria (Maint: 29)		IA				NA		NA	
\smile	Τα	I-395-N FROM RT 420	00- SEMINA	RY ROAD						
North	From:		North							
Ramp	City of Alexandria (Maint: 00)					_	0.088		8800	G
	To and		Split .							
North (395) Ramp	City of Alexandria (Maint: 00)	I-395-N005A TO RT EA 0.27	ST & WESTO IA	00- KING ST			NA		NA	
(393). (411)		I-395-N005A TO RT EA		0- KING ST			INA		IVA	
North	From		North							
(395)Ramp	City of Alexandria (Maint: 00)		00 G				0.092		8100	G
\smile	To	I-395 North	Exit 6B Ramp)						

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir	AAWDT QW
	unsuiction	-	2Axle 3+Axle 1Trail 2Trail GC Factor Facto	r
North	City of Alaysaddia (Mainty CO)	I-395 North Exit 6B Ramp		0400
Ramp	City of Alexandria (Maint: 00)	0.14 2400 G	0.121	2400 G
<u> </u>	10:	SR 402 Quaker Lane		
North	From:	I-395 North Exit 6A Ramp		
(395)Ramp	City of Alexandria (Maint: 00)	0.30 5700 G	0.09	5700 G
$\overline{}$	Tα	SR 402 Ramp		
North	From:	I-395 North		
(395)Ramp	Arlington County	0.12 12000 G	0.073	12000 G
	То:	SR 120 Glebe Rd		
North	From:	I-395 North		
(395) Ramp	Arlington County	0.11 5300 G	0.099	5300 G
393)	To:	SR 120 W, Glebe Rd		
NI. II	From			
North	Arlington County	I-395 North 0.17 16000 G	0.094	16000 G
395 Ramp	Annigion County	Ramp from Arlington Ridge Rd	0.094	16000 G
North	From: 00-6	6624-N000A FROM ARLINGTON RIDGE ROAD		
Ramp	Arlington County	0.12 NA	 NA	NA
395)114111	Annigton County		INA	IVA
North	To: From:	I-395-N008D TO ARMY NAVY DRIVE		
(395)Ramp	Arlington County	0.17 NA	NA	NA
1		27-W FROM RT 395 NORTH & ARLINGTON R		
North	From:	I-395 North		
Ramp	Arlington County	0.25 21000 G	0.124	21000 G
395) (1411)	Tallington County	SR 27	0.124	21000 G
	E			
North	Auliantan On anthe	I-395 North		0000
395 Ramp	Arlington County	0.14 9600 G	0.091	9600 G
North	To: From:	SR 27-E001C FROM RT 27 EAST		
Ramp	Arlington County	0.18 NA	NA	NA
395) 1 14111	Tallington County	00-6605; 00-6606; 00-6605- 2A FRO	IVA	INA
	P			
North	Auliantan On anthe	I-395-N008A TO ARMY NAVY DRIVE		N.1.A
Ramp	Arlington County	0.08 NA	NA NA	NA
<u> </u>		27-E001B FROM RT 395 NORTH & ARLINGT		
North	From:	I-395-N TO RT 395 NO EXPRESS		
(395)Ramp	Arlington County	0.11 NA	NA NA	NA
\smile	To:	I-395-1 FROM RT 395 NORTH		
North	From:	I-395 North		
(395) Ramp	Arlington County	0.01 5100 G	0.102	5100 G
,	Tα	I-395 North Exit 10D Ramp		
North	From	I-395-N010D BUS RAMPBARRICADED		
(395)Ramp	Arlington County	0.01 NA	NA NA	NA
		-N010B TO GEORGE WASHNGTN MEM PKWY		

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

Route	Jurisdiction	Len	gth AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
orth 95 Ramp	From:_ Arlington Cour	I-395-N010B TO 0		SHNGT	N MEM PK	WY						NA			NA	
5 hamp	Anington Cour	BOUNDARY CHANN		OLINDA	RV CHAN	NEL CR	,					INA			INA	
	Econo															
th 5)Ramp	Arlington Cour	I-395-N010A TO 0.1		SHNGT	N MEM PK	XW Y						NA			NA	
5 Tramp	Tallington Cour	GEO WASH M		ROM RT	305 NORT	гн						INA			INA	
	Econo	GLO WASHIW			373 NOK	111										
th 5)Ramp	Arlington Cour	ntv 0.0	I-395 Nor	G G								0.088			3400	
5)1141119	Tai		5 George Wa	-	Pkwv							0.000			0400	
th	From:		A BUS RAM													
Ramp	Arlington Cour			FDAKKI	CADED							NA			NA	
3)	Τα	I-395-N; 00-9		FROM G	EO WASH											
V	From:		95 Reversible				Ì									
5)	Fairfax Coun				96%	1%	1%	1%	2%	0%	F	0.094			31000	
9)	Combined Traffic Estimates for 3 Parallel R	oadwavs on this Rou	te: 23000 0) N	92%	1%	1%	0%	6%	0%	Ν	NA			233000	
	To															
V	From:		4 Franconia Sp													
5)	Fairfax Count	,			98%	1%	0%	0%	0%	0%	F	0.093			39000	
	Combined Traffic Estimates for 3 Parallel R	oadways on this Rou	te: 186000	G G	98%	1%	1%	1%	1%	0%	F	NA			200000	
,	To: Fron:	Rar	np to 395 at To	urkeycocl	ζ.											
<u>/</u> 5)	Fairfax Count	ty 0.1	6 22000	Α	98%	1%	0%	0%	0%	0%	С	0.139		0.986	31000	
9)	Combined Traffic Estimates for 3 Parallel R	•			98%	1%	1%	1%	1%	0%	C	0.083	Α	0.601	186000	
	To To	oadwayo on the rice	WCL Alexa		0070	170		1 70	1 70	070	Ŭ	0.000	,,	0.001	100000	
V	From:		Fairfax Count													
5)	City of Alexandria (M	faint: 29) 2.1	9 22000	Α	98%	1%	0%	0%	0%	0%	С	0.139		0.986	31000	
	Combined Traffic Estimates for 3 Parallel R	oadways on this Rou	te: 17500 0) F	98%	1%	1%	1%	1%	0%	С	0.083	Α	0.601	186000	
	To: Groon		Seminary 1	Rd			\neg \vdash									
¥	City of Alexandria (N	faint: 29) 0.7	′1 29000	G	98%	1%	0%	0%	0%	0%	F	0.095			38000	
5)	Combined Traffic Estimates for 3 Parallel R				98%	1%	1%	1%	1%	0%	' 	0.033	F	0.609	201000	
	Tan Tan	•	7: Arlington C			1 /0	1 /8	1 /0	1 /0	0 /6	•	0.073	•	0.003	201000	
v	From:		R 7; ECL Ale													
5)	Arlington Cour	nty 0.7	7 29000	G	98%	1%	0%	0%	0%	0%	F	0.095			38000	
	Combined Traffic Estimates for 3 Parallel R	oadways on this Rou	te: 20000 0) G	98%	1%	1%	1%	1%	0%	F	0.073	F	0.609	215000	
	To:		er Lane; WCL													
v 5	From:		Lane; Arlingto			10/	00/	00/	00/	00/	_	0.000			40000	
5)	City of Alexandria (N	,			98%	1%	0%	0%	0%	0%	-	0.088			43000	
	Combined Traffic Estimates for 3 Parallel R				98%	1%	1%	1%	1%	0%	F	NA			219000	
v	From:	F	Arlington Cour NCL Alexar													
5	Arlington Cour	nty 2.1			98%	1%	0%	0%	0%	0%	F	0.088			43000	
	Combined Traffic Estimates for 3 Parallel R	•	te: 2040 00		98%	1%	1%	1%	1%	0%	F	NA			219000	
	То	Reversible La					TÎ.				•					

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

Devit					47.			Tru	ıck			K	017	Dir	A A) 4 / D. T.	
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Rev	From:		TO RT 395	SOUT	Η											
Ramp	Fairfax Cou	,	NA									NA			NA	
<u> </u>	To:	I-395-S FRO	M REVERS	SIBLE L	ANES											
South	From:	I-95; 29-644		Springfi												
395)	Fairfax Cou	nty 0.72	90000	N	97%	1%	1%	1%	1%	0%	Ν	0.074			93000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	186000	N	98%	1%	1%	1%	1%	0%	Ν	NA			200000	
	To	I-495	5 Capital Be	eltway												
outh	Fairfax Cou	ntv 1.01	90000	F	97%	1%	1%	1%	1%	0%	_	0.074			93000	
395		•														
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	186000	G	98%	1%	1%	1%	1%	0%	г	NA			200000	
outh	To: From:	29	-648 Edsall	Rd												
395)	Fairfax Cou	nty 0.69	69000	G	97%	1%	1%	1%	1%	0%	F	0.085			72000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	179000	G	98%	1%	1%	1%	1%	0%	F	0.073	F	0.644	194000	
	To	Turkeycock														
outh	From:															
395)	Fairfax Cou	•	75000	F	97%	1%	1%	1%	1%	0%	С	0.08			76000	
	Combined Traffic Estimates for 3 Parallel				98%	1%	1%	1%	1%	0%	С	0.083	Α	0.612	186000	
	To:		CL Alexan													
outh	City of Alexandria (fax County 75000	Line F	97%	1%	1%	1%	1%	0%	С	0.08			76000	
395	•	,				1%				0%	С	0.083	۸	0.610	186000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route.	175000	F	98%	170	1%	1%	1%	0%	C	0.083	Α	0.612	186000	
outh	To: From:	S	R 236 Duke	St												_
95)	City of Alexandria ((Maint: 29) 1.44	82000	G	97%	1%	1%	1%	1%	0%	F	0.081			86000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	161000	G	98%	1%	1%	1%	1%	0%	F	0.068	F	0.567	175000	
	To		Seminary R													
outh	From:															
395)	City of Alexandria (79000	G	97%	1%	1%	1%	1%	0%	F	0.082			82000	
	Combined Traffic Estimates for 3 Parallel				98%	1%	1%	1%	1%	0%	F	0.073	F	0.608	201000	
	To:	SR 7 King S	,													
outh 395	Arlington Co		g St, WCL 84000	G Alexand	97%	1%	1%	1%	1%	0%	F	0.078			87000	
395)	Combined Traffic Estimates for 3 Parallel	•			98%	1%	1%	1%	1%	0%	' 	0.070	F	0.555	215000	
	To:		ane, WCL			1 /0		1 /0	1 /0	0 /6	'	0.071	'	0.555	213000	
puth	From:	Quaker Lan														_
95)	City of Alexandria (84000	G	97%	1%	1%	1%	1%	0%	F	0.078			87000	
ン	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	204000	G	98%	1%	1%	1%	1%	0%	F	0.071	F	0.555	219000	
	To:		gton Count													
outh	From:		CL Alexano											·		
395)		•	84000	G	97%	1%	1%	1%	1%	0%	F	0.078			87000	
\smile	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	204000	G	98%	1%	1%	1%	1%	0%	F	0.071	F	0.555	219000	
395)	Arlington Concentrates for 3 Parallel $$\tau_{\rm c}$$	unty 0.52 Roadways on this Route:	84000	G G	97% 98%	1% 1%					F F		F	0.555	-	

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

		·						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		120 Glebe													
395	Arlington County	0.74	80000	G	97%	1%	1%	1%	1%	0%	F	0.080			83000	G
	Combined Traffic Estimates for 3 Parallel Roads	-			98%	1%	1%	1%	1%	0%	F	0.072	F	0.733	221000	G
South	To: From:	SR 27	Washingto	n Blvd												
395)	Arlington County	1.56	50000	G	97%	1%	1%	1%	1%	0%	F	0.085			51000	G
	Combined Traffic Estimates for 4 Parallel Roads	ways on this Route:	136000	G	98%	1%	1%	1%	1%	0%	F	NA			150000	G
Courth	Tox From:		SR 110													
South (395) (1)	Arlington County	0.52	82000	G	97%	1%	1%	1%	1%	0%	F	0.075			85000	G
(393) (1)	Combined Traffic Estimates for 4 Parallel Roads				98%	1%	1%	1%	1%	0%	F	NA			199000	G
	To:	•	t of Columb													
South	From:	I-395-	S RAMP T	O 644												
395 Ramp	Fairfax County	0.15	NA									NA			NA	
South	To: From:	I-495-N058A FRO	M RT 495	NORTH	95 SOUTH	Н										
Ramp	Fairfax County	0.21	NA									NA			NA	
$\overline{}$	Tα	I-495-S058C	FROM RT	1495 SO	IITH											
South	From:	0.05		493 30	0111							NA			NIA	
395 Ramp	Fairfax County		NA									NA			NA	
South	To: From:	I-495-S058D FRO	M 495 SOU	JTH TO	644 EAST	Γ										
395 Ramp	Fairfax County	0.54	NA									NA			NA	
South	To: From:	I-395-S001D TO R	Γ 644 WES	T00- OL	D KEEN I	M										
(395) Ramp	Fairfax County	0.17	NA									NA			NA	
$\overline{}$	Tor	RAMP STUB		OP SEC	TION											
South	Fairfax County	0.10	NA NA	OI SEC	11011							NA			NA	
395 Ramp	ramax County	29-644 FROM)5· 495 S	OUTH		1					NA			INA	
South	From	I-395-S TO														
(395) Ramp	Fairfax County	0.19	NA	193 NOK	111							NA			NA	
\bigcirc	To	I-395-S00	IC TO PT	os NOP	ГЦ											
South	From:			J NOK	111							NIA			N.1.A	
395 Ramp	Fairfax County ™	0.48 I-395-N001	NA R 1-305- 1E	TO RT	495							NA			NA	
Couth	From:	I-395-S001														
South (395) Ramp	Fairfax County	0.74	NA	J INUK.	111							NA			NA	
		29-644-W00		05 NOT	ти											
South	From			23 NUI	111							NI A			NIA.	
Ramp	Fairfax County	0.16 I-495-S FROM R	NA T 305 SOL	TH & Z	14 WEST		1					NA			NA	
0	Prom-					M										
South (395) Ramp	Fairfax County	I-395-S001A TO RT 0.16	50000	F	D KEEN I	IVI						0.12			50000	F
393)	To To		9-617; 29-6									V.12			20000	•

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

Route	Jurisdiction	Length AADT QA 4Tire BusTruckQC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT (QW
South 395 Exit 2A	Fairfax County	I-395 S 0.12	3200	F
South 395 Exit 2B	Fairfax County	I-395 S 0.26 83000 F 0.071 29-648 Edsall Rd WB	83000	F
South Turkeycock Interchage	Fairfax County	I-395 S 0.05 NA NA I-395 R Reversible Lanes SB	NA	
South 395 Ramp	City of Alexandria (Ma	I-395-S TO RT 236 EAST00- DUKE ST nt: 29)	10000	F
South 395 Ramp	City of Alexandria (Ma	I-395-S TO RT 236 WEST00- DUKE ST nt: 29)	82000	F
South 395 Ramp	City of Alexandria (Ma	I-395-S TO RT 42000- SEMINARY ROAD nt: 29)	81000	F
South 395 Ramp	Arlington County	I-395 South 0.12 15000 G Ramp Split 0.097	15000	G
South 395 Ramp	City of Alexandria (Ma	Arlington County Line nt: 00) 0.29 15000 N 0.097 I-395-S005B JB-100 TO RT 07-WEST&EAST-KI	15000	N
South 395 Ramp	City of Alexandria (Ma	Ramp Split nt: 00) 0.13 4500 G 0.129 SR 7 E, King St	4500	G
South 395 Ramp	City of Alexandria (Ma	I-395 South Collector Rd nt: 00)	6900	G
South 395 Ramp	City of Alexandria (Ma	I-395 South Collector Rd nt: 00)	7900	G
South 395 Ramp	Arlington County	I-395-S007X TO RT 120 NORTH00- GLEBE ROA 0.10 NA NA SR 120 FROM RT 395 SOUTH	NA	
South 395 Ramp	Arlington County	I-395-S BEGIN COLLECTOR ROAD 0.10 NA NA I-395-S007A TO RT 120 NORTH00- GLEBE ROA	NA	
South 395 Ramp	Arlington County		NA	

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

Route	Jurisdiction				4Tire Bus	2Axle 3+Axle			C K Factor	QK	Dir Factor	AAWDT	QW
South 395 Ramp	Arlington County		NA						NA			NA	
South 395 Ramp	Arlington County		NA		SLEBE RU				NA			NA	
South (395) Ramp	City of Alexandria (Maint: 00)		NA						NA			NA	
South 395 Ramp	City of Alexandria (Maint: 00)		NA						NA			NA	
South 395 Ramp	City of Alexandria (Maint: 00)	95-S006A TO SHIRI 0.01 395-S END COLL RO	NA			_			NA			NA	
South 395 Ramp	Arlington County	0.13 2	95 South	G					0.094			20000	G
South 395 Ramp	Arlington County		NA						NA			NA	
South 395 Ramp	Arlington County	0.30 SR 27-W FRO	NA						NA			NA	
South 395 Ramp	Arlington County		95 South 5000	G					0.082			15000	G
395 1 Ramp	Arlington County	I-: 0.29 1	395-SB	-	97% 1%	1% 0%	0% ()% F	0.07			20000	G
South 395 Ramp	Arlington County	-395-S008A TO PEN	TAGON R						NA			NA	
South 395 Ramp	Arlington County	I-39	95 South	G	353 300 111				0.103			630	G
South 395 Ramp	Arlington County	I-39	95 South 2000	G					0.208			2000	G
South (395) Ramp	Arlington County	I-39	95 South 6000	G					0.088			16000	G

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

				4			Tru	ck			K	., Dir		0144
Route	Jurisdiction	Length AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor Q	K Factor	AAWDT	QW
South	From:	I-395 South									0.001		15000	_
395 Ramp	Arlington County	0.10 15000 SR 90005 George Washin	G agton P	kwy.		Ī					0.091		15000	G
South	From:	I-395-S I-395-S010A TO B												
395)Ramp	Arlington County	0.03 NA	1,121								NA		NA	
	To:	I-395-S; 00-99015-N000A RAM	MP HC	V-3 Lane										
		eorge Washington Memorial Park												
400 90005 Washington St	City of Alexandria	0.91 28000	F	98%	1%	0%	0%	0%	0%	С	0.106	0.795	30000	F
	T _O . From:	SR 236 Duke S												
400 90005 Washington St	City of Alexandria	0.32 30000	G	98%	1%	0%	0%	0%	0%	F	0.083	0.846	32000	G
	To From:	Queen St		000/	10/		201	00/	00/		0.005	0.004	00000	
400 90005 Washington St	City of Alexandria	0.39 31000	G	98%	1%	0%	0%	0%	0%	F	0.085	0.801	33000	G
Washington Ct	City of Alexandria	Madison St		000/	10/		00/	00/	00/	F	0.007	0.004	0.4000	
400 90005 Washington St	City of Alexandria	0.17 32000 1st Street; George Washington M	G Aemori	98%	1%	0%	0%	0%	0%	г	0.087	0.604	34000	G
	From:	SCL Alexandria		arrankwa	y									
401) Van Dorn St	City of Alexandria	0.62 44000	F	98%	1%	1%	1%	0%	0%	F	0.08	0.500	47000	F
	та	Edsall Rd												
(401) Van Dorn St	City of Alexandria	0.43 31000	F	97%	0%	1%	1%	0%	0%	С	0.078	0.525	33000	F
	Tœ	SR 236 Duke S	t			<u> </u>								
(401) Van Dorn St	City of Alexandria	1.56 25000	F	98%	1%	1%	1%	0%	0%	С	0.090	0.638	27000	F
	To:	Seminary Rd												
	From:	SR 420 Seminary												
402 Quaker Lane	City of Alexandria	0.69 21000	F	98%	1%	1%	0%	0%	0%	F	0.075	0.518	22000	F
	From	SR 7 King St												
Quaker Lane	City of Alexandria	0.96 24000 I-395	F	98%	1%	1%	0%	0%	0%	С	0.089	0.583	26000	F
	From:	SR 402 Ramp				_								
(402)Ramp	City of Alexandria (Maint: 00)	0.12 13000	G								0.108		13000	G
402)	To:	I-395 North												
	From:	1SR 402-P TO RT 395	SOUT	Н										
(402)Ramp	City of Alexandria (Maint: 00)		G								0.085		8000	G
<u> </u>	To:	I-395 South												
North	City of Alexandria (Maint: 00)	SR 402; 00-6714 TO SHIRLIN 0.04 NA	GTON	CIRCLE							NA		NA	
402 Ramp	City of Alexandria (Maint: 00)	0.04 NA 00-1250 FROM SHIRLINGTON	CIRC	E NORT	Н	1					INA		INA	
	From:	1SR 402-P Gap CONNECT			-									
402 Ramp	City of Alexandria (Maint: 00)		OK IC	GIIIX							NA		NA	
(P)	To:	SR 402 Gap FROM SHIRLI	NGTO	N CIR										

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

Б.,						4.77	_		Tru	ıck		-00	K	014	Dir	A A \ A \ \ D T	
Route	Jurisdiction	in L	Length	AADT	QA	41 Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK F	actor	AAWDT	Q
Name Del	From:	- II -		5 Kempsvill		000/	00/	40/	00/	00/	00/	_	0.070		0.540	00000	
03 Newtown Rd	City of Norfo	OIK	0.31	27000	F	98%	0%	1%	0%	0%	0%	С	0.078	(0.549	29000	
Navitaria Dil	To: From:			each Norfo	_	•	00/	10/	00/	00/	00/		0.077		0.500	05000	(
03 Newtown Rd	City of Norfo	OIK		Va Beach	G Blvd	98%	0%	1%	0%	0%	0%	F	0.077	(0.563	35000	
orth	From:			03 TO RT													=
orth 03)Ramp	د City of Virginia Beach	n (Maint: 75)	0.20	6800	F								0.088			8100	
1	Tα	I-264-W013X	K FROM F	RT 403 NO	RTH-N	EWTOWN	N R										
orth	From:		SR 40	3 Newtowi	n Rd												
03)Ramp Spur	City of Virginia Beach		0.03	NA									NA			NA	
	Tα	Rammp	from SR 4	3 Newtown	n Rd to	I-264 EB											
outh	From:	(14 : 75)		03 TO RT	264												
03 Ramp	City of Virginia Beach	n (Maint: 75)	0.04	NA									NA			NA	
outh	To: From:	SR 40	3-N000C	FROM NE	EWTOW	'N RD											_
03)Ramp	City of Virginia Beach	,	0.14	5600	G								0.096			5600	
<u> </u>	Tα	I-264-E013X	K FROM R	RT 403 SOU	UTH-NE	EWTOWN	R										
outh	From:			03 TO RT													
Ramp	City of Virginia Beach	n (Maint: 75) I-264-W013>	0.17	8100	G	EWTOWA	I D						0.083			8100	
	From:	1-204- W 0132		8; Tidewate		EWIOWI	N K										_
04) Princess Anne Rd	L City of Norfo	olk		15000	G	99%	0%	1%	0%	0%	0%	F	0.089	(0.566	16000	
04)************************************	Tα:			166 Park A								-					
	From:			I-264													
05)Ballentine Blvd	City of Norfo	olk		22000	F	92%	1%	2%	3%	2%	0%	С	0.086	(0.582	24000	
<i></i>	Tα:		US :	58; 122-85	73												
	From:			5; 122-863									0.000			4000	
05 Ramp	City of Norfolk (M	I-264-E FRC	0.14	4800	G	CAVENI	TIE						0.089			4800	
	From:						JE										_
05)Ramp	City of Norfolk (M	C C	0.12	% FROM 7600	G	E							0.082			7600	
39)	Τα:	I-264-W FRO				AC AVEN	UE										
	From:		SR 337	7 Hampton	Blvd												_
06)International Blvd	City of Norfo	olk	1.33	17000	F	94%	0%	0%	0%	5%	0%	С	0.102	(0.645	19000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this I	Route:	34000	F								0.093	Α (0.608	36000	
	To From:		R	uthven Rd													
06)Terminal Blvd	City of Norfolk (M	laint: 64)	0.28	17000	N	94%	0%	0%	0%	5%	0%	Ν	0.102	(0.645	19000	
	To:			I-564													
<u> </u>																	
ast 06)Ramp	City of Norfolk (M		n SR 406 I	Eastbound t	to I-564	Eastbound	1						0.119			7200	

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

							Trı	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QW
	From:	I-564 Northbo									0.400		17000	
4 _{β6} Ramp	City of Norfolk (Maint: 64)	0.34 17000	F								0.102		17000	F
	Combined Traffic Estimates for 2 Parallel Roadways on		F	4		_					NA		36000	F
		SR 406 Terminal Blvd		und										
(407) Indian River Rd	City of Norfolk	SR 168 Campost 0.71 18000	ella Rd F	96%	1%	1%	1%	2%	0%	С	0.094	0.611	19000	F
Indian River Rd	Ta	WCL Chesap		90 /6	1 /0	1 /0	1 /0	2/0	0 /6	C	0.034	0.011	19000	'
	From:	ECL Norfo												
407 Indian River Rd	City of Chesapeake	0.71 20000	G	98%	0%	1%	1%	0%	0%	F	0.096	0.569	21000	G
\bigcirc	To	Oaklette A	ve.											
407 Indian River Rd	City of Chesapeake	0.90 26000	G	98%	0%	1%	1%	0%	0%	С	0.092	0.611	28000	G
407	To:	WCL Virginia												
	From:	US 460												
412 Prices Fork Rd	Town of Blacksburg	1.07 27000	G	97%	1%	0%	0%	0%	0%	С	0.082	0.521	29000	C
	To	Toms Creek	DA											
412)Prices Fork Rd	Town of Blacksburg	0.28 19000	G	97%	1%	0%	0%	0%	0%	F	0.088	0.518	21000	G
412)	та	Main St		0.70	. , ,		0,0	0,0	0,70	•	0.000	0.0.0		_
	From:	Bus US 29 Centr	al Blvd			i								_
413 Memorial Dr	City of Danville	0.10 13000	F	98%	1%	1%	0%	0%	0%	F	0.089	0.621	14000	F
410	Ter				- , ,			- , -				•.•-		
413 Memorial Dr	City of Danville	Cahill Court; Go 0.64 12000	F	98%	1%	1%	0%	0%	0%	С	0.092	0.574	13000	F
413 111011101101101	and an extension				1 /0		0,0	0 70	0 70	Ū	0.002	0.07 1	10000	·
Mamarial Dr	City of Domillo	Poplar St	F	000/	10/	10/	00/	00/	00/	F	0.000	0.000	11000	F
413 Memorial Dr	City of Danville	0.26 10000	Г	98%	1%	1%	0%	0%	0%	Г	0.089	0.800	11000	Г
	From:	High St								_				
413 Craghead St	City of Danville	0.23 7200	F	98%	1%	1%	0%	0%	0%	F	0.094	0.620	7800	F
	From:	SR 293 P; N M SR 293 P; Ma				-								
413 Craghead St	City of Danville	0.06 6800	G	98%	1%	1%	0%	0%	0%	F	0.095	0.505	7300	G
410	Τα:	SR 293 Patto												
	From:	US 258 Mercur	v Blvd											
415 Power Plant Pkwy	City of Hampton	0.72 15000	G	98%	1%	1%	0%	0%	0%	F	0.091	0.552	16000	G
,	Tod					_								
415)Power Plant Pkwy	City of Hampton	Pine Chapel 0.47 20000	G	98%	1%	1%	0%	0%	0%	С	0.093	0.502	21000	Ċ
415) 1 0 1 1 1 1 1 1 1 1 1 1 1 1	ony or manipori			0070	1 /0	1 /0	0 /0	0 70	0 /0	Ü	0.000	0.002	21000	
Ougan Ct	City of Llongston	Briarfield R		070/	20/	10/	00/	00/	00/		0.001	0.507	11000	
415 Queen St	City of Hampton	0.84 10000	G	97%	2%	1%	0%	0%	0%	С	0.091	0.507	11000	G
	To: From:	Michigan I												
415 Settlers Landing Rd	City of Hampton	0.56 9500	G	97%	2%	1%	0%	0%	0%	F	0.094	0.52	10000	G
<u> </u>	To	SR 351 Pembrol	ke Ave											
	From:	US 220; Bus US 220				Ţ								
419 Electric Rd	City of Roanoke (Maint: 80)	0.07 42000	F	99%	0%	0%	0%	0%	0%	F	0.086	0.538	46000	F
\sim	То:	Roanoke Count	y Line											

5/2/2016

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

						Truck			K	Dir		
Route	Jurisdiction	Length AADT QA	4 4Tire	Bus	2Axle 3+	Axle 1Trai	l 2Trail	QC	Factor	QK Factor	AAWDT	QW
Clastic Dd	From:	WCL Roanoke 0.77 42000 N	99%	0%	00/	00/	00/	N.I.	0.000	0.500	40000	N.I.
419 Electric Rd	Roanoke County		99%	0%	0% (% 0%	0%	N	0.086	0.538	46000	N
419)Electric Rd	Roanoke County	80-904 Starkey Rd 1.44 28000 B	99%	0%	0% (% 0%	0%	С	0.096		31000	В
419) Liectric Hu	rioanoke Gounty			0 /6	——————————————————————————————————————	7/6 0/6	0 /6	O	0.030		31000	D
419)Electric Rd	Roanoke County	US 221 Brambleton Av. 3.16 26000 F		0%	0% (% 0%	0%	F	0.095	0.584	28000	F
419)	To	SCL Salem				,,	- , -					-
419)Electric Rd	City of Salem	0.69 27000 F	98%	0%	1% (% 0%	0%	С	0.094	0.52	30000	F
	To	US 11 Apperson Dr										
419)Electric Rd	City of Salem	0.58 24000 F	99%	0%	0% (% 0%	0%	F	0.098	0.517	27000	F
\smile	To	Roanoke Boulevard										
419)Electric Rd	City of Salem	0.89 17000 F	97%	1%	1% 1	% 1%	0%	С	0.090	0.598	18000	F
ALT ALT	To: From:	ALT US 460 Texas St										
ALT ALT 419) 460 (11) Electric Rd	City of Salem	0.53 21000 G	97%	0%	1% (% 1%	0%	F	0.1	0.59	22000	G
410/400/1)	To	US 460 East Main St										
419)Electric Rd	City of Salem	0.88 17000 F	96%	0%	1% 1	% 2%	0%	F	0.097	0.573	18000	F
	To	NCL Salem			\neg							
419)Electric Rd	Roanoke County	0.95 13000 A	96%	0%	1% 1	% 2%	0%	С	0.118	0.57	14000	Α
	To: From:	I-81										
419)Electric Rd	Roanoke County	0.58 12000 F	96%	0%	1 % 1	% 2%	0%	F	0.097	0.680	14000	F
<u> </u>	To:	SR 311 Catawba Valley	Dr									
Do mar	From:	SR 419 Electric Rd							0.000		0000	
419 Ramp	Roanoke County	0.23 6200 G I-81 North							0.099		6200	G
	From:	SR 419										
419)Ramp to I-81 S at Exit 128	Roanoke County	0.24 3200 G	i						0.092		3200	G
	To:	I-81 S										
	From:	I-395 Shirley Hwy, 100-6										
Seminary Rd	City of Alexandria	1.72 16000 F	97%	1%	1% 1	% 0%	0%	С	0.092	0.668	17000	F
	To: From:	SR 402 Quaker Lane										
Janneys Lane	City of Alexandria	1.03 7200 F SR 7 King St	97%	1%	1% 1	% 0%	0%	F	0.122	0.662	7800	F
	From:	SR 420										
420)Ramp	City of Alexandria (Maint: 29)	0.17 2200 G	İ						0.131		2200	G
·/	To	I-395 R										
East		420-E000X(B)/SPLIT OF RAMP		6706								
Ramp	Arlington County	0.05 16000 G							0.12		16000	G
<u> </u>	To: IS-(00395-S004X(L)/RAMP FROM R	T 6706/SR4	20								

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

Route	Jurisdiction	Length AADT	QA 4Tire	Rus	Tr 2Axle 3+Axle			QC	K Factor	QK Factor	AAWDT	QW
East (420)Ramp	City of Alexandria (Maint: 29)	SR 420; 100-6706 SR 420 0.12 NA	.0-W000X CO						NA		NA	
East	To: From:	I-395-S004X RT 395 S & RT	2 420 EAST COLL	,								
420 Ramp	City of Alexandria (Maint: 29)	0.06 NA I-395-N004X RT 395 N & RT	Γ 420 FAST COLL						NA		NA	
East 420 Ramp	City of Alexandria (Maint: 29)	0.10 NA SR 420 SR 420-W000X COL			-				NA		NA	
West (420)Ramp	City of Alexandria (Maint: 29)	SR 420 SR 420-W000X COLI 0.08 NA							NA		NA	
West (420) Ramp	City of Alexandria (Maint: 29)	I-395-N004X RT 395 N & RT	1 420 WEST COLI]				NA		NA	
West	To From	SR 420- A TO & FROM REV	VERSIBLE LANE						INA		IVA	
420 Ramp	City of Alexandria (Maint: 29)	0.03 NA I-395-S004X RT 395 S & RT	A20 WEST COLL		_				NA		NA	
West 420 Ramp	City of Alexandria (Maint: 29)	0.11 NA SR 420; 100-6706 SR 42							NA		NA	
<u>421</u>)	From: Lee County To	Kentucky State 4.55 1800 SR 352 St Charl	G 94%	1%	1% 2%	3%	0%	F	0.082	0.531	1900	G
421	From: Lee County	SR 352 St Charle 2.18 4100		1%	1% 2%	3%	0%	С	0.085	0.552	4300	G
421	Town of Pennington Gap (Maint:		N 94%	1%	1% 2%	3%	0%	N	0.085	0.552	4300	N
ALT 58 E Morgan Ave	Town of Pennington Gap (Maint:	ALT US 58 V 52) 0.40 12000 ALT US 58 V	G 96%	0%	1% 1%	2%	0%	F	0.087	0.521	13000	G
421	Town of Pennington Gap (Maint:	ALT US 58 E Trail of the		1%	1% 2%	2%	0%	F	0.1	0.517	5600	G
421	Lee County	SCL Pennington 2.64 5400	n Gap N 95%	1%	1% 2%	2%	0%	N	0.1	0.517	5600	N
(421)	Lee County	52-642 Old Woods 2.39 3600 US 58 Daniel Boor	G 95%	1%	1% 2%	2%	0%	С	0.099	0.575	3800	G
(421) (58)	Lee County	US 58 6.00 4700	G 94%	0%	1% 1%	4%	0%	С	0.09	0.51	4900	G
421 (58) Duff Pat Hwy	Scott County	Scott County L Lee County Li 4.55 4600		0%	1% 1%	4%	0%	F	0.088	0.621	4900	F

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

		Filliary and inte					Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
~~~ <i>~</i> ~	From:	CL Dut												
421 (58)	Town of Duffield (Maint: 84)	0.20 <b>460</b>	0 N	94%	0%	1%	1%	4%	0%	N	0.088	0.621	4900	N
~~~~	To From:	US 23, I		000/	00/		40/	<b>5</b> 0/	00/			0.500	10000	
421 (23) (58)	Scott County	4.67 130		93%	0%	1%	1%	5%	0%	F	0.086	0.508	13000	F
	Scott County	3.56 130		93%	0%	1%	1%	5%	0%	F	0.085	0.519	14000	F
421) (23) (58)	3cott County			30 /6	0 76	1 /0	1 /0	J /6	0 /6	•	0.005	0.515	14000	'
421 (23) (58) Daniel Boone Heritage Hwy	Scott County	5.99 130		93%	0%	1%	1%	5%	0%	F	0.086	0.541	14000	F
421 (23) (30)	To	BUS US 23 Bus W												
<u>421</u>)(23) (58)	Scott County	1.70 120		93%	0%	1%	1%	5%	0%	Ν	0.103	0.507	13000	Ν
	To	NCL Ga	te City											
421 (23) (58)	Town of Gate City (Maint: 84)	0.36 120	00 N	93%	0%	1%	1%	5%	0%	Ν	0.103	0.507	13000	Ν
\$\times\tim	To: From:	SCL Gat	e City											
421 (23) (58)	Scott County	0.45 120	00 N	93%	0%	1%	1%	5%	0%	Ν	0.103	0.507	13000	١
~~~	To: From:	NCL Ga												
1 21) [23] [58]	Town of Gate City (Maint: 84)	0.16 120	00 A	93%	0%	1%	1%	5%	0%	С	0.103	0.507	13000	F
~~~	Trace From:	Bus US 23 East			00/		40/	<b>F</b> 0/	00/		0.004	0.500	07000	_
421) (23) (58)	Town of Gate City (Maint: 84)	0.61 <b>260</b>		93%	0%	1%	1%	5%	0%	N	0.084	0.532	27000	١
	Scott County	SCL Gat 0.35 <b>260</b> 0		93%	0%	1%	1%	5%	0%	F	0.084	0.532	27000	F
421) [23] [58]	3cott County			90 /0	0 /6	1 /0	1 /0	J /6	0 /6	•	0.004	0.552	27000	'
<del>1</del> 21 (23) (58)	Town of Weber City (Maint: 84)	ECL Web 0.08 <b>260</b> 0		93%	0%	1%	1%	5%	0%	F	0.084	0.532	27000	F
121 (23) (36)		x			0,0		. , ,	0,0	0,0	•	0.00	0.002		
421 (58) Hilton Rd	Town of Weber City (Maint: 84)	0.26 110		98%	0%	1%	0%	1%	0%	F	0.091	0.508	12000	F
<del></del>	To	x												
421 (58)	Town of Weber City (Maint: 84)	0.06 <b>280</b>		98%	0%	1%	0%	1%	0%	С	0.090	0.658	2900	F
~	To: From:	x SR 2												
421 (58)	Scott County	4.80 <b>280</b>		98%	0%	1%	0%	1%	0%	С	0.090	0.658	2900	F
<del></del>	To	84-7	09											
421 (58) Bristol Hwy	Scott County	3.27 <b>70</b> 0		98%	0%	1%	0%	1%	0%	F	0.100	0.546	730	F
~~ <u>~</u>	To: From:	84-6	96											
121 (58) Bristol Hwy	Scott County	9.35 <b>37</b> 0	-	95%	0%	2%	1%	2%	0%	С	0.124	0.558	390	F
<del>~</del> ~	To: From:	Washington C Scott Cou												
421 \ 58 \ Gate City Hwy	Washington County	2.65 98	_	95%	0%	2%	1%	2%	0%	F	0.115	0.513	1000	C
~ · · · · · · · · · · · · · · · · · · ·	To	95-7	00			—								
(58) Gate City Hwy	Washington County	3.59 <b>510</b>		95%	0%	2%	1%	2%	0%	F	0.092	0.618	5400	C
~ ~	To	WCL B	ristol											

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

_					_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
~~~	From:	W	CL Bristol											
421 (58) Gate City Hwy	City of Bristol (Maint: 95)	0.50	5100 G	97%	0%	1%	1%	1%	0%	С	0.095	0.6	5500	G
\longrightarrow	To:		S 58; I-81											
Coto City I hour	City of Bristol (Moints OF)		8; I-81 Exit 1	000/	00/	00/	00/	10/	00/	С	0.100	0.61	0000	(
Gate City Hwy	City of Bristol (Maint: 95)	0.21	8400 G	98%	0%	0%	0%	1%	0%	C	0.102	0.61	9000	
~~~	To: From:		sland Rd											
421 Gate City Hwy	City of Bristol	0.80	8700 G	98%	0%	0%	0%	1%	0%	F	0.095	0.520	9300	(
<del></del>	To: From:		Euclid Ave; W Sta	ite St										
421 (11) Euclid Ave	City of Bristol		W US 11 13000 G	99%	0%	1%	0%	0%	0%	F	0.088	0.605	14000	(
421 (11) Euclid Ave	City of Briston	0.73	13000 G	33 /6	0 /6	1 /0	0 /6	0 /0	0 /6	'	0.000	0.003	14000	,
~~~~~	From:		Vance St							_				
421 (11) Euclid Ave	City of Bristol	0.19	14000 G	99%	0%	1%	0%	0%	0%	F	0.09	0.5	15000	(
	To: From:	Bob N	Morrison Blvd			\neg \vdash								
421) (11) Euclid Ave	City of Bristol		15000 G	99%	0%	1%	0%	0%	0%	F	0.093	0.534	16000	(
\rightarrow	To		E RT 11											
421 (381) (19) Commonwealth Ave	City of Bristol		18000 G	96%	0%	1%	0%	2%	0%	F	0.088	0.542	20000	(
421 (361) (19)	eng en america				0,0		0,0	_,,	0 / 0	•	0.000	0.0.2		
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From L		Par Sycamore St	000/	00/	10/	00/	00/	00/	_	0.007	0.500	10000	
421 (381) (19) Commonwealth Ave	City of Bristol	0.16	18000 G	96%	0%	1%	0%	2%	0%	F	0.087	0.529	19000	•
~~~	To: From:	SR 113 (	Cumberland Ave											
421 (381) (19) Commonwealth Ave	City of Bristol	0.16	16000 G	92%	1%	1%	0%	6%	0%	F	0.085	0.521	17000	(
\sim \sim	To:		ommonwealth Av											
Commonwealth Ave	City of Priotol		ennessee State Li		10/	10/	00/	C 0/	00/	NI.	0.005	0.501	17000	
421 (381) (19) Commonwealth Ave	City of Bristol		16000 N 421 Goode St	92%	1%	1%	0%	6%	0%	N	0.085	0.521	17000	
West	From:		JS 421 W								0.444		4700	
421 Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	0.07	1700 G) CD							0.111		1700	•
*	100		8 E 96B; US 58 9	96B										
Bus Bus Bus	From:		outh of Gate City							_				
421)(23) (58)	Town of Gate City (Maint: 84)	0.23	17000 F	99%	0%	1%	0%	0%	0%	F	0.099	0.512	18000	
Bus Bus Bus	To: From:		84-836											
	Town of Gate City (Maint: 84)	0.47	8800 F	99%	0%	1%	0%	0%	0%	С	0.090	0.559	9600	
421) (23) (58)	Town or date only (Maint: 04)	0.47		0070	0 70	1 70	0 70	0 /0	0 70	•	0.000	0.000	5000	
Bus Bus Bus	From:		SR 71											
421 (23) (58) W Jackson St	Town of Gate City (Maint: 84)	0.12	5900 F	99%	0%	1%	0%	0%	0%	F	0.087	0.522	6400	
\sim	To		84-665											
Bus Bus Bus	From:													
421 (23) (58) W Jackson St	Town of Gate City (Maint: 84)	0.15	8600 F	99%	0%	1%	0%	0%	0%	F	0.095	0.535	9300	
Due Due Due	To: From:		84-763			\neg \vdash								
Bus Bus Bus 421 (23) 58 Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84	3400 F	99%	0%	1%	0%	0%	0%	F	0.09	0.598	3700	
421 (23) (58) Daniel Boone Rd	Town of Gale City (Maill. 84)			99%	U 7/0	I 70	U-70	U-70	U-76	Г	0.09	0.598	3700	
	10:		84-762											

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

								Truc	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
Bus Bus Bus 421 (23) 58 Daniel Boor	ne Rd Town of Gate City (N	Maint: 84) 0.80	84-762 2500	F	97%	0%	1%	1%	1%	0%	С	0.100		0.502	2700	F
421) (20) (30)	To		L Gate City													
Bus Bus Bus	Fron: ∟ Scott County		2500	N	97%	0%	1%	1%	1%	0%	N	0.100		0.502	2700	1
121 (23) (58)	To:		Sus US 23 W		91 /6	0 /6	1 /6	1 /0	1 /0	0 /6	IN	0.100		0.302	2700	
	From:		US 220 Men	norial I	Blvd											
457)Church St	City of Martins	ville 0.59	4900	F	98%	1%	0%	0%	1%	0%	F	0.1		0.535	5300	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	8600	F	98%	1%	0%	0%	1%	0%	F	0.089	F	0.520	9300	
	To: From:		Moss St													
457)Market St	City of Martins	ville 0.20	Fayette St 9700	F	98%	1%	0%	0%	1%	0%	F	0.083		0.559	11000	
457 Market Ot	To:		monwealth B	-	3070	1 /0	70	0 70	1 /0	0 70	•	0.000		0.000	11000	
	From:		Market St													
Commonwealth Blvd	City of Martins	ville 0.56	13000	F	98%	1%	0%	0%	1%	0%	F	0.086		0.52	14000	
<u> </u>	To	1	Northside Dr				_									
Commonwealth Blvd	City of Martins	ville 0.36	18000	F	98%	1%	0%	0%	1%	0%	С	0.089		0.554	20000	
	Combined Traffic Estimates for Parallel R	Roadways on this Route:	NA									0.089	F	0.521	NA	
	То		Fairy St													
Commonwealth Blvd	City of Martins	ville 0.48	5400	F	98%	1%	0%	0%	1%	0%	F	0.092		0.511	5900	
101)	Combined Traffic Estimates for Parallel R		NA									0.089	F	0.503	NA	
	Τα:	-	Chatham Rd										-			
	From:		monwealth B													
Chatham Rd	City of Martins	ville 0.99	4300	F	98%	0%	0%	1%	1%	0%	С	0.094		0.599	4700	
<u>~</u>	To: From:	EC	L Martinsvil	le												
457)Old Chatham Rd	Henry Count	ty 2.62	3000	F	98%	0%	1%	0%	0%	0%	С	0.097		0.596	3200	
<u> </u>	To:		SR 57													
	From:	US 22	0 Memorial	Blvd												
Fayette St	City of Martins		3600	F	99%	1%	0%	0%	0%	0%	С	0.087		0.549	4000	
	Combined Traffic Estimates for 2 Parallel R	•	8600	F	98%	1%	0%	0%	1%	0%	F	0.089	F	0.520	9300	
	To:	SR	457 Market	St												
	From:		Commonweal													
Fairy St	City of Martins		7500	F	98%	1%	1%	0%	1%	0%	С	0.097		0.563	8100	
	Combined Traffic Estimates for Parallel R		NA									NA			NA	
	To:	Bus	US 58 Church	h St												
~~	From:	Ken	tucky State L													
460 }	Buchanan Cou	unty 2.61	3200	G	96%	0%	1%	1%	2%	0%	F	0.096		0.511	3500	
~	To: Erony:		13-645				ightharpoons									
460)	Buchanan Cou	unty 2.09	3200	G	96%	0%	1%	1%	2%	0%	F	0.091		0.506	3600	
~	Too	13-70) Thomas Mt	tn Rd												
460	From: ∟ Buchanan Cou		3900	G	96%	0%	1%	1%	2%	0%	F	0.089		0.674	4300	(
		,	609 Ball Cree		/ -											

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
~~~	From:		9 Bull Creek R		00/	10/	10/	00/	00/	_	0.100	0.000	0000	
460	Buchanan County	2.59		<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.106	0.622	6200	G
100	Buchanan County	13-65	6 Looneys Cree 5800	ek <b>G</b> 96%	0%	1%	1%	2%	0%	F	0.098	0.639	6400	G
460	Buchanan Gounty			30 78	0 70	1 70	1 /0	270	0 70		0.000	0.000	0400	a
460	Town of Grundy (Maint: 13)	1.62	VCL Grundy 5800	N 96%	0%	1%	1%	2%	0%	N	0.098	0.639	6400	N
400	To:		ar; 13-1006 NC				.,.	_,,						
$\sim$	From:		Par; 13-1006 S		00/	10/	10/	00/	00/	F	0.100	0.500	11000	_
(460) (83)	Town of Grundy (Maint: 13)	1.96		<b>G</b> 96%	0%	1%	1%	2%	0%	Г	0.102	0.528	11000	G
~~~	Foot Buchanan County	1.99	SCL Grundy 10000	<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.096	0.532	11000	G
(460) (83)	Buchanan County				0%	1 70	1 70	270	076	Г	0.096	0.552	11000	G
(400)	Buchanan County	3.59	South Intersect	ion G 96%	0%	1%	1%	2%	0%	F	0.088	0.536	8900	G
460	Buchanan Gounty				0 70	1 70	1 /0	270	0 70		0.000	0.550	0300	a
460	Buchanan County	5.25	7100	Rd G 96%	0%	1%	1%	2%	0%	F	0.091	0.525	7800	G
460	To		1 Keen Mtn Ca		070	170	170	2,70	070		0.001	0.020	7000	<u> </u>
~~~	From:		l Keen Mtn. Ca											
460	Buchanan County	2.21	7200	<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.093	0.541	7900	G
	To: From:		Contrary Creek		00/		40/	201	00/		0.000	0.000	7000	
460	Buchanan County	6.30	6700 ewell County Lir	G 96%	0%	1%	1%	2%	0%	F	0.082	0.609	7300	G
	From:		anan County Li											
460	Tazewell County	3.99	6800	<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.085	0.611	7500	G
	To: From:	92-804 R	Red Ash Camp l	Road										
460	Tazewell County	1.83	7800	<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.085	0.59	8600	G
	To: From:		CL Richlands											
460	Town of Richlands (Maint: 92)	0.23	7800	N 96%	0%	1%	1%	2%	0%	N	0.085	0.59	8600	N
	To: From:		SR 67											
460 67	Town of Richlands (Maint: 92)	1.38	13000	<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.083	0.503	15000	G
	Tox From:		Bus US 460	• •••	221	$ \longrightarrow $								
460	Town of Richlands (Maint: 92)	1.32		<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.082	0.558	12000	G
	To: From: From: From: (Mariata CO)	0.00	SR 67	A 000/	00/		40/	00/	00/		0.404	0.500	45000	
460	Town of Richlands (Maint: 92)	0.38		<b>A</b> 96%	0%	1%	1%	2%	0%	С	0.101	0.508	15000	Α
	To From		CL Richlands	N 000/	00/	10/	10/	00/	00/	N.I.	0.101	0.500	15000	N.I.
460	Tazewell County	0.87		N 96%	0%	1%	1%	2%	0%	N	0.101	0.508	15000	N
	Town of Coder Pluff (Maint: 00)		CL Cedar Bluff	N OGO/	0%	10/	1%	2%	0%	N	0.101	0 500	15000	N
460	Town of Cedar Bluff (Maint: 92)			N 96%	U%	1%	I 7o	∠70	U%	IN	0.101	0.508	15000	IN
	Town of Cedar Bluff (Maint: 92)		15000	dar Bluff G 96%	0%	1%	10/	20/	0%	F	0.101	0.508	17000	G
460	rown of Gedar Bluif (Maint: 92)		Near ECL Ced		U%	170	1%	2%	U%	Г	0.101	0.508	17000	G

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

-					_	T	ruck			K	Dir Dir		
Route	Jurisdiction	Length <b>AADT</b>		4Tire	Bus	2Axle 3+Axl			QC	Factor	QK Factor	AAWDT	QW
460)	Town of Cedar Bluff (Maint: 92)	Bus US 460 Near ECL C 0.09 <b>18000</b>			0%	 1% 1%	2%	0%	F	0.083	0.516	20000	G
460)	Town of Godal Blair (Maint. 32)	ECL Cedar Blut		0070	0 70		270	070		0.000	0.010	20000	
460	Tazewell County	1.16 <b>18000</b>		96%	0%	1% 1%	2%	0%	Ν	0.083	0.516	20000	Ν
	To: From:	US 19 West Interse	ection										
460)(19)	Tazewell County	5.73 <b>11000</b>	G	95%	0%	1% 1%	3%	0%	F	0.089	0.514	12000	G
~~~	From	92-639 Earls Branc		2521									
460 (19)	Tazewell County	5.13 11000		95%	0%	1% 1% 	3%	0%	F	0.089	0.538	12000	G
	Tazewell County	US 19, Bus US 4 1.72 11000		95%	0%	1% 1%	3%	0%	F	0.089	0.554	11000	G
460 (19)	Tazeweii Gounty			33 /6	0 76	176 176	3 /6	0 /6	'	0.003	0.554	11000	u
460 (19)	Town of Tazewell (Maint: 92)	WCL Tazewell		95%	0%	1% 1%	3%	0%	F	0.089	0.554	10000	G
400 (10)	та	SR 61											
460 (19)	Town of Tazewell (Maint: 92)	0.82 7600	G	95%	0%	1% 1%	3%	0%	F	0.084	0.536	8200	G
~	To: From:	ECL Tazewell											
460 (19)	Tazewell County	1.93 7600	N	95%	0%	1% 1%	3%	0%	N	0.084	0.536	8200	Ν
~~~	From:	Bus US 460											
460 (19)	Tazewell County	5.75 <b>10000</b>	G	95%	0%	1% 1% 	3%	0%	F	0.087	0.524	11000	G
· · · · · · · · · · · · · · · · · · ·	Tagewell County	92-680 4.86 <b>12000</b>	Α	95%	0%	1% 1%	3%	0%	С	0.103	0.545	13000	Α
460] [19]	razeweii Gounty			35 /6	0 /6	1/0 1/0	3 /0	0 /6	O	0.103	0.545	13000	^
460 (19)	Tazewell County	92-720 W 0.10 <b>12000</b>	G	95%	0%	1% 1%	3%	0%	F	0.085	0.56	13000	G
400 (10)	ть	US 19 East Intersec											
460	Tazewell County	1.91 10000		92%	1%	1% 1%	5%	0%	С	0.089	0.574	11000	G
	To From:	WCL Bluefield	l										
460	Town of Bluefield (Maint: 92)	1.86 <b>10000</b>			1%	1% 1%	5%	0%	С	0.089	0.574	11000	G
<del></del>	From:	92-720 Hockman Pike; Fir 92-720	ncastle Tr	npk									
460	Town of Bluefield (Maint: 92)	1.26 <b>16000</b>	G	96%	0%	1% 1%	2%	0%	F	0.086	0.522	18000	G
	To From:	FR-868											
460	Town of Bluefield (Maint: 92)	0.09 <b>17000</b>	G	94%	0%	1% 1%	4%	0%	С	0.092	0.535	19000	G
	To From	West Virginia State		2221									
Virginia Ave	Town of Glen Lyn (Maint: 35)	0.81 <b>10000</b>		90%	0%	1% 1% 	8%	0%	F	0.077	0.507	11000	G
460 Virginia Ave	Town of Glen Lyn (Maint: 35)	35-1308 Houston I 0.59 <b>9200</b>		90%	0%	1% 1%	8%	0%	F	0.082	0.524	9800	G
400) Virginia Ave	Town of Gien Lyn (Maint. 33)			JU /0	U /0	1/0 1/0	0 /0	U /0	'	0.002	0.524	9000	G
460	Giles County	WCL Glen Lyr 1.24 <b>9200</b>		90%	0%	1% 1%	8%	0%	N	0.082	0.524	9800	N
400)	Tα	WCL Rich Cree				1	2,3	2,0		2. <b>30=</b>	0.021	- 500	

5/2/2016

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

_				_		Tru	ck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle 3				QC	Factor	QK Factor	AAWDT	QV
~~	From:	WCL Rich Creel		00/	10/	10/	00/	00/	N.I	0.000	0.504	0000	
460)	Town of Rich Creek (Maint: 35)	0.65 <b>9200</b>	N 90%	0%	1%	1%	8%	0%	Ν	0.082	0.524	9800	N
•	From:	US 219 Rich Cree US 219 Rich Creek; Is											
460 Virginia Ave	Town of Rich Creek (Maint: 35)	0.73 <b>7300</b>	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.076	0.517	7800	(
400)	Toc	25 712 Dii-l-	D.:										
400	Town of Rich Creek (Maint: 35)	35-712 Riverside 3	N 90%	0%	1%	1%	8%	0%	N	0.081	0.570	12000	1
460	Town of Flich Creek (Maint. 66)			070		1 70	0 / 0	0 70		0.001	0.070	12000	
~~	From	ECL Rich Creek		00/	10/	10/	00/	00/	N.I	0.001	0.570	10000	
460)	Giles County	2.01 <b>11000</b>	N 90%	0%	1%	1%	8%	0%	N	0.081	0.570	12000	ı
	To: From:	NCL Narrows											
Virginia Ave	Town of Narrows (Maint: 35)	0.76 <b>11000</b>	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.081	0.570	12000	(
<del></del>	To: From:	SR 61 Fleshman	St										
Virginia Ave	Town of Narrows (Maint: 35)	0.60 <b>13000</b>	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.078	0.608	14000	(
<i></i>	To	ECL Narrows											
Virginia Ave	Giles County	3.00 <b>13000</b>	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.085	0.593	14000	(
400)	Tod												
460 Virginia Ave	Town of Pearisburg (Maint: 35)	WCL Pearisburg 0.60 <b>7600</b>	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.086	0.548	8100	(
Virginia Ave	Town of Fearisburg (Maint. 33)			0 /6	1 /0	1 /0	0 /0	0 /6	'	0.000	0.546	0100	,
~~	From	ECL Pearisburg											
460	Giles County	0.73 <b>13000</b>	N 90%	0%	1%	1%	8%	0%	Ν	0.088	0.586	13000	ı
	To: From:	WCL Pearisburg											
460	Town of Pearisburg (Maint: 35)	0.12 <b>13000</b>	<b>N</b> 90%	0%	1%	1%	8%	0%	Ν	0.088	0.586	13000	- 1
	To: From:	ECL Pearisburg			<u> </u>								
460 Virginia Ave	Giles County	5.01 <b>13000</b>	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.088	0.586	13000	(
~ <i>_</i>	То	WCL Pembroke											
460 W Main St	Town of Pembroke (Maint: 35)	0.86 <b>12000</b>	<b>G</b> 89%	1%	1%	1%	8%	1%	С	0.089	0.567	13000	(
400)	T-			-									
460 Virginia Ave	Town of Pembroke (Maint: 35)	35-626 Castle Av 0.73 <b>12000</b>	<u>е</u> <b>G</b> 90%	0%	1%	1%	8%	0%	F	0.089	0.626	13000	(
460 Virginia Ave	Town of Fembloke (Maint. 33)			0 76	1 /0	1 /0	0 /6	0 /6	'	0.003	0.020	13000	`
~	To: From:	ECL Pembroke											_
Virginia Ave	Giles County	1.27 <b>12000</b>	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.094	0.568	12000	(
	To: From:	35-613 Doe Creek			$\Box$								
460)	Giles County	2.82 <b>11000</b>	<b>A</b> 90%	0%	1%	1%	8%	0%	С	0.109	0.621	11000	
<del>~</del>	To:	35-730 Eggleston	Rd		<u> </u>								
460 (42) Virginia Ave	Giles County	2.35 11000	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.099	0.603	12000	(
<del></del>	То	35-700 Mountain Lak	ze Rd										
460 (42) Virginia Ave	Giles County	1.66 <b>11000</b>	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.096	0.641	12000	(
400) (42) 1g				0,0		. , .	0,0	0,0	•	0.000	0.011	000	`
Virginia Ava	Oil a Country	SR 42 Blue Grass t		00/	10/	10/	00/	00/		0.000	0.000	10000	$\overline{}$
460 Virginia Ave	Giles County	1.16 <b>12000</b>	<b>G</b> 90%	0%	1%	1%	8%	0%	F	0.089	0.662	13000	(

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

							Tru	uck			K	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QW
~~	From:		County Line											
Pandapas Pond Rd	Montgomery County	3.46 <b>1</b> 5	5000 G	91%	1%	1%	1%	7%	0%	С	0.096	0.679	17000	G
~	To: From:		Blacksburg			$\Box$ $-$								
460 }	Town of Blacksburg (Maint: 60)		5000 G	91%	1%	1%	1%	7%	0%	С	0.096	0.679	17000	G
<del>~</del>	To:		US 460 60, N Main St			$-\!\!\!+\!\!\!\!-$								
400	Town of Blacksburg (Maint: 60)		5000 G	90%	1%	1%	1%	7%	0%	С	0.096	0.676	16000	G
460)	Town of Blackobarg (Warnt. 60)						1 /0	7 70	070	Ü	0.000	0.070	10000	ď
~~	Town of Discharge (Mainty CO)		rices Fork Rd	050/	00/		10/	00/	00/		0.101	0.550	05000	
460	Town of Blacksburg (Maint: 60)		3000 G	95%	0%	1%	1%	3%	0%	С	0.101	0.550	35000	G
•	From:		hgate Dr S US 460			-								
460	Town of Blacksburg (Maint: 60)		8000 G	95%	0%	1%	1%	3%	0%	F	0.1	0.628	40000	G
460	To					—								
100	Montgomery County		Blacksburg  8000 G	95%	0%	1%	1%	3%	0%	F	0.1	0.628	40000	G
460	To:		R 114	33 /6	0 /6		1 /0	3 /6	0 /6	•	0.1	0.020	40000	u
	From:		ppers Ferry Rd			_								
460)	Montgomery County		6000 G	95%	0%	1%	1%	3%	0%	F	0.102	0.617	28000	G
	To:	Bus US 460	0 N Franklin St											
~~~	From:		US 460											
460 }	Montgomery County		3000 G	94%	1%	1%	1%	4%	0%	С	0.102	0.595	35000	G
	To:		Roanoke St	NODEL	<u> </u>	$-\!\!\!+\!\!\!\!-$								
Pamp toward I 91 N (to CD P	oad) at Ex ītoMi® of Christiansburg (Maint: 60	S 460 PARKWAY D 0.14	RIVE TO RT 8			O for div	roctional	l traffic v	volumo v	octim?	ates for this	coamont		
460 (1460) Ramp toward I-81 N (to CD R		-N118X FROM RT	46000 PAPKV			0 101 011	rectional	i tranic v	voluine e	25111116	ales ioi lilis	segment.		
		60-E124B FROM RT				_								
460 (81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60)					for dire	ctional tr	raffic vo	lume es	timate	es for this s	egment.		
400) (01)	To:		8C TO RT 11									Ü		
	From: I-	81-N118B TO RT 46	000- PARKWA	Y DRIVE	3									
460 (81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.15		Sc	ee I-81	for dire	ctional tr	raffic vo	lume es	timate	es for this s	egment.		
~	To:	60-99027-N000A FR	OM PARKWA	Y DRIVE		\neg \vdash								
460 (81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60)) 0.58		S	ee I-81	for dire	ctional tr	raffic vo	lume es	timate	es for this s	egment.		
	To:	I-81	-N118C											
~~~	From:		8X TO RT 11											
460 (81) Ramp	Town of Christiansburg (Maint: 60)	,			ee I-81	for dire	ctional tr	raffic vo	lume es	timate	es for this s	egment.		
~ ~	To:		A RT 81 NORTI	Н		-								
460 ( 11 ) Roanoke St	Town of Christiansburg (Maint: 60)		I-81s <b>9000 N</b>	96%	0%	1%	2%	1%	0%	N	0.1	0.558	9600	N
460 111 Roanoke St	Town of Chilstiansburg (Maint. 60)			30 ⁻ /0	U 7/0	1 70	∠ 70	1 70	U 70	IN	0.1	0.000	9000	IN
~~~~ <u>-</u>	From:		l, Hampton Rd			_}								_
460 (11) Roanoke St	Town of Christiansburg	2.01 9	9000 G	96%	0%	1%	2%	1%	0%	F	0.1	0.558	9600	G
~ ~	Toc From:	ECL Ch	ristiansburg			ightharpoonup								
460 (11) Roanoke Rd	Montgomery County	5.11 7	7400 G	93%	0%	1%	4%	2%	0%	F	0.1	0.521	7800	G
~ · ·	To	60_753 C	Old Town Rd											
460 (11) Roanoke Rd	From: Montgomery County		3000 G	000/			40/	00/	0%	F	0.101	0.000	0.400	_
			1000 17	93%	0%	1%	4%	2%	U%		0.101	0.626	8400	G

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
~~~	From:	60-63		000/	00/	101	40/	00/	00/	_	0.115	0.040	2000	
Roanoke Rd	Montgomery County	2.43 780		93%	0%	1%	4%	2%	0%	С	0.115	0.618	8200	G
<b>* *</b>	From:	Roanoke Co 80-639 West												
160 (11) West Main St	Roanoke County	1.26 <b>970</b>		93%	0%	1%	4%	2%	0%	F	0.112	0.963	10000	
11)	To:	80-647 Dow I									• • • • • • • • • • • • • • • • • • • •			
	From:	Montgomery C												
160 11 West Main St	Roanoke County	0.60 970	0 N	93%	0%	1%	4%	2%	0%	Ν	0.112	0.963	10000	- 1
~~~	То:	80-639 West												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	80-647 Dow I		000/	20/	10/	407	00/	00/	_	0.000	0.547	10000	
$\binom{60}{11}$ West Main St	Roanoke County	2.93 <b>930</b>	0 F	93%	0%	1%	4%	2%	0%	F	0.092	0.517	10000	ı
~ ~	To: From:	80-64	13											
60 (11) West Main St	Roanoke County	0.39 <b>1400</b>	00 F	93%	0%	1%	4%	2%	0%	F	0.096	0.503	15000	-
~~~ <u>~</u>	To	80-64	12											
160 (11) West Main St	Roanoke County	0.64 2600		93%	0%	1%	4%	2%	0%	F	0.093	0.723	28000	
11)														
Mant Main Ct	From:	WCL S:		000/	0%	10/	40/	00/	00/	F	0.000	0.000	00000	
(60) (11) West Main St	City of Salem	1.12 1800	00 F	93%	0%	1%	4%	2%	0%	г	0.096	0.636	20000	
	To: From:	SR 1												
(11) West Main St	City of Salem	1.31 240 0	00 F	98%	0%	1%	0%	0%	0%	F	0.097	0.521	26000	ı
~	To: From:	ALT US 46	0, 4th St											
460 (11) West Main St	City of Salem	0.60 1300		98%	0%	1%	0%	0%	0%	F	0.084	0.533	15000	
	To	A 1	C4											
160 (11) West Main St	City of Salem	0.35 A cadem		98%	0%	1%	0%	0%	0%	F	0.085	0.578	14000	
160 (11) West Main St	Oity of Salem	0.00 1200	, i	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.003	0.570	14000	'
~~	To: From:	US 11 Coll												
Main St	City of Salem	0.11 110 0	00 F	96%	1%	1%	1%	2%	0%	F	0.09	0.590	12000	I
~	To: From:	SR 311 Thompson	n Memorial	Dr										
160 E Main St	City of Salem	0.29 120 0	0 F	96%	1%	1%	1%	2%	0%	F	0.090	0.610	14000	I
<i>→</i>	Tev	Lynchburg	Tnka											
460 E Main St	City of Salem	0.93 120 0		96%	1%	1%	1%	2%	0%	F	0.096	0.654	13000	F
50) 2 Main St	only of calcin			0070	1 70	.,,	1 /0	270	070	•	0.000	0.001	10000	
- Main Ot	From	Kessler M		000/	40/	10/	40/	00/	00/	_	0.000	0.005	45000	
E Main St	City of Salem	0.24 1400	00 F	96%	1%	1%	1%	2%	0%	F	0.096	0.625	15000	١
ALT	To: From:	SR 419 Ele	ctric Rd											
160 (11) E Main St	City of Salem	0.44 150 0	00 F	96%	1%	1%	1%	2%	0%	F	0.087	0.518	17000	-
(11) 2 main st	To:	WCL Ro		0070	170		1 /0	270	070	•	0.007	0.010	17000	
ALT	From:	ECL Sa												
Melrose Ave	City of Roanoke	0.65 1600		96%	1%	1%	1%	2%	0%	F	0.085	0.551	18000	ı
	To	CD 117 Datama	Craok D.4											
ALT	From:	SR 117 Peters					_		_					
Melrose Ave	City of Roanoke	1.75 130 0	0 F	96%	1%	1%	1%	2%	0%	F	0.089	0.511	15000	F
~ ~	To:	24th	St											

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

						_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
ALT	From:		24th St												
(460) (11) (116) Melrose Ave	City of Roanoke	0.41	12000	F	96%	1%	1%	1%	2%	0%	F	0.087	0.51	14000	F
ALT	To: From:		Salem Tpke												
460 (11) (116) Orange Ave	City of Roanoke	1.00	13000	F	96%	1%	1%	1%	2%	0%	F	0.078	0.541	14000	F
	To:	10th	St, Gainsboı	ro Rd											
ALT CONTRACTOR AND	From:				000/	40/	40/	40/	00/	00/	0	0.005	0.510	00000	
460 (11) (116) Orange Ave	City of Roanoke	0.90	18000	Α	96%	1%	1%	1%	2%	0%	С	0.095	0.512	20000	Α
ALT ALT	To: From:	I-581, U	IS 220, ALT	SR 220)										
460 (11) (116) (220) Orange Ave	City of Roanoke	0.24	35000	F	96%	1%	1%	1%	2%	0%	F	0.079	0.639	39000	F
\bigcirc	To:	US 1	1 Williamso	n Rd											
ALT 460 (221 (220) Orange Ave	City of Roanoke	0.49	36000	F	96%	1%	1%	1%	2%	0%	F	0.075	0.520	40000	F
460 (221) (220) Orange Ave	City of Floations				0070	1 70		1 /0	270	070	•	0.070	0.020	40000	•
ALT	From:	SR	115 Hollins	Rd											
(460)(221)(220) Orange Ave	City of Roanoke	1.14	40000	F	94%	0%	1%	1%	4%	0%	F	0.077	0.558	43000	F
ALT	To: From:		24th St												
460 (221 (220) Orange Ave	City of Roanoke	1.17	28000	F	94%	0%	1%	1%	4%	0%	F	0.083	0.516	30000	F
400 (221) (220)	To			C+											
ALT	From:		8-8055 King												
(460)(221)(220) Orange Ave	City of Roanoke	0.38	40000	F	94%	0%	1%	1%	4%	0%	F	0.079	0.514	42000	F
ALT	From:		oke County ECL Roanok												
460 (221) (220) Challenger Ave	Roanoke County	1.63	34000	Α	94%	0%	1%	1%	4%	0%	С	0.093	0.552	36000	Α
400 (22.1) (22.0)	To	Alt IIC	220 Clovero												
460 (221 Challenger Ave	Roanoke County	0.34	28000	F	88%	1%	1%	1%	8%	0%	F	0.089	0.578	30000	F
400 (221) 5.14	Τα		tourt County		0070	. , 0		. , 0	0,0	0 / 0	•	0.000	0.0.0	00000	•
	From:	Roar	noke County	Line											
(460)(221)Blue Ridge Blvd	Botetourt County	2.55	24000	G	88%	1%	1%	1%	8%	0%	F	0.082	0.594	25000	G
\	To: From:	Blue	e Ridge Park	way											
460 221 Blue Ridge Blvd	Botetourt County	2.94	20000	Α	88%	1%	1%	1%	8%	0%	С	0.099	0.566	22000	Α
	To:		ford County												
W Lynchhyra Colom Take	Podford County		tourt County		000/	1%	10/	10/	00/	00/	F	0.001	0.505	10000	G
460 221 W Lynchburg Salem Tpke	Bedford County	4.18	19000	G	88%	170	1%	1%	8%	0%	Г	0.081	0.595	19000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		oose Creek											.=	
460 221 W Lynchburg Salem Tpke	Bedford County	7.69	16000	G	88%	1%	1%	1%	8%	0%	F	0.081	0.539	17000	G
~~~~	To: From:		Thaxton Scl												
(460)(221)W Lynchburg Salem Tpke	Bedford County	2.75	17000	G	88%	1%	1%	1%	8%	0%	F	0.083	0.509	18000	G
	To: From:	V	VCL Bedfor	d											
(460)(221)	City of Bedford (Maint: 09)	0.67	20000	G	88%	1%	1%	1%	8%	0%	F	0.089	0.517	21000	G
~~	To		US 221				— —								
460	City of Bedford (Maint: 09)	0.18	16000	G	84%	1%	1%	1%	11%	0%	С	0.09	0.511	17000	G
	To:	I	ECL Bedford	1											

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

					_		Tru	ıck		_	K .	Dir		_
Route	Jurisdiction	Length AADT (QA 4	‡Tire	Bus	2Axle	_	-		QC	Factor	K Factor	AAWDT	QW
~	From:	ECL Bedford											.=	
460	Bedford County	0.24 16000	G 8	84%	1%	1%	1%	11%	0%	С	0.09	0.511	17000	G
	To From:	WCL Bedford				\Box							.=	
460	City of Bedford (Maint: 09)		G 8	84%	1%	1%	1%	11%	0%	С	0.09	0.511	17000	G
(400)	Bedford County	ECL Bedford 0.06 16000	G 8	84%	1%	1%	1%	11%	0%	С	0.09	0.511	17000	G
460	Dedicite County		<u>u</u>	J+ 70	1 /0	170	1 /0	1170	0 70	O	0.03	0.511	17000	a
(460)(122)	Bedford County	SR 122 Ramp 0.50 21000	G 8	88%	1%	1%	1%	8%	0%	F	0.081	0.559	22000	G
460 122	Tod			0070	170		1 70	070	070	•	0.001	0.000	22000	<u> </u>
460 122	City of Bedford (Maint: 09)	SCL Bedford 0.94 21000	G 8	88%	1%	1%	1%	8%	0%	F	0.081	0.559	22000	G
400 122	To	SR 122, US 221, Bus U					.,.		-,-					
460	City of Bedford (Maint: 09)			88%	1%	1%	1%	8%	0%	F	0.084	0.532	20000	G
(460)	To	ECL Bedford												
460 E Lynchburg Salem Tpke	Bedford County		G 8	88%	1%	1%	1%	8%	0%	F	0.084	0.532	17000	G
	Too	09-803 Timber Ridge	Rd											
460 E Lynchburg Salem Tpke	Bedford County			90%	1%	1%	1%	7%	0%	С	0.103	0.529	18000	Α
	To:	Campbell County Lin												
460 Lynchburg Hwy	Campbell County	Bedford County Lin 1.37 30000		88%	1%	1%	1%	8%	0%	F	0.095	0.620	32000	G
2460 Lynchburg riwy	Campbell County		<u>u</u>	JO 76	1 /0	1 /6	1 /0	0 /6	0 /6	'	0.033	0.020	32000	u
460 Lynchburg Hwy	Campbell County	Bus US 460 3.91 23000	G 8	88%	1%	1%	1%	8%	0%	F	0.101	0.634	24000	G
(480) = y (181) = 1 (18)	Tod				. 70		1 70	070	070	•	0.101	0.001	21000	<u> </u>
460 Lynchburg Hwy	From: Campbell County	15-678 Airport Rd 1.36 41000		88%	1%	1%	1%	8%	0%	F	0.097	0.632	43000	G
400)=,	Tα	US 29; Bus US 29 Ward			.,,		.,,		-,-					
~~~	From:	Bus US 29 Wards R			221			=-/					40000	
[460][29][29]	Campbell County	0.03 <b>47000</b>	G 9	93%	0%	1%	1%	5%	0%	F	0.101	0.661	49000	G
~~~	To: From:	SCL Lynchburg		2001	201		40/	<b>5</b> 0/	00/		0.404	0.004	10000	
[460][29][29]	City of Lynchburg (Maint: 15)	1.38 47000	G 9	93%	0%	1%	1%	5%	0%	F	0.101	0.661	49000	G
~~~	From:	Candler Mountain R		2001	201		40/	<b>5</b> 0/	00/		0.000	0.000	00000	
[460][29][29]	City of Lynchburg (Maint: 15)	0.49 <b>37000</b>	G 9	93%	0%	1%	1%	5%	0%	F	0.098	0.609	38000	G
~~~	To: From:	US 501			221	$\Box$						2.52/		
(460)(29)(29)(501)	City of Lynchburg (Maint: 15)	1.91 37000 Bus US 501; US 501 Camp		93%	0%	1%	1%	5%	0%	С	0.105	0.531	39000	Α
	From:	Functional Class Chai		е										
(460) (29) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 35000	G 9	93%	0%	1%	1%	5%	0%	F	0.090	0.526	36000	G
<u> </u>	To:	US 29												
(460) Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 25000	N S	93%	0%	1%	1%	4%	0%	Ν	0.090	0.526	26000	Ν
	To: From:	ECL Lynchburg												
(460) Richmond Hwy	Campbell County			93%	0%	1%	1%	4%	0%	F	0.090	0.526	26000	G
<u> </u>	To:	15-726 Mount Athos	Rd											

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

							Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
~~	From:	15-726 Mount Atho												_
Ricmond Hwy	Campbell County	2.88 20000	G	93%	0%	1%	1%	4%	0%	F	0.09	0.660	21000	G
~~ Rises and House	From:	15-1017 Circle D		000/	00/		40/	40/	00/		0.000	0.000	10000	
Ricmond Hwy	Campbell County	1.21 18000	N	93%	0%	1%	1%	4%	0%	N	0.088	0.628	18000	N
~~~ Pierra and Hann	To From:	15-656 Crews Shop		000/	00/		40/	40/	00/		0.000	0.000	10000	
Ricmond Hwy	Campbell County	1.42 <b>18000</b>	G	93%	0%	1%	1%	4%	0%	F	0.088	0.628	18000	G
~~~	To: From:	SR 24 Village Hv		2221										
460 24 Lynchburg Hwy	Campbell County	0.11 18000	N	93%	0%	1%	1%	4%	0%	N	0.085	0.612	18000	N
	From:	Appomattox County Campbell County I												
460 (24) Richmond Hwy	Appomattox County	3.28 18000	G	93%	0%	1%	1%	4%	0%	F	0.085	0.612	18000	G
*************************************	To	06-689 Spout Spring	o Rd											
460 (24) Richmond Hwy	Appomattox County	4.09 17000	G	93%	0%	1%	1%	4%	0%	F	0.083	0.583	17000	G
,	To	WCL Appomatto	O.V.											
460 (24) Richmond Hwy	Town of Appomattox (Maint: 06)	0.42 17000	N	93%	0%	1%	1%	4%	0%	Ν	0.083	0.583	17000	Ν
400) (24)	To:							.,.	- , -					
460 (24) Richmond Hwy	Town of Appomattox (Maint: 06)	Bus US 460 0.72 9800	G	93%	0%	1%	1%	4%	0%	F	0.085	0.581	10000	G
Richmond Hwy	To:	SR 24, SR 131 Old Cour	-		0 70		1 /0	7/0	0 70	•	0.005	0.501	10000	
	From:	SR 24, SR 131												
460 Richmond Hwy	Town of Appomattox (Maint: 06)	1.87 9500	G	93%	0%	1%	1%	4%	0%	F	0.082	0.555	9900	G
~	To: From:	Bus US 460				<u> </u>								
460 Richmond Hwy	Town of Appomattox (Maint: 06)	0.26 14000	G	93%	0%	1%	1%	4%	0%	F	0.082	0.555	13000	G
	To	ECL Appomatto	ΟX			\neg \vdash								
460 Richmond Hwy	Appomattox County	0.27 9500	N	93%	0%	1%	1%	4%	0%	Ν	0.082	0.555	9900	Ν
*	To:	06-707 Peach S	St .											
460 Richmond Hwy	Appomattox County	2.88 11000	G	88%	1%	1%	1%	10%	0%	F	0.079	0.545	11000	G
	To	06-630 Old Evergree	on Dd											
Richmond Hwy	Appomattox County	5.28 8800	A	88%	1%	1%	1%	9%	1%	С	0.111	0.522	8600	Α
460)	To:	Bus US 460 Pampli		0070	1 70		1 70	0 70	1 70	Ü	0.111	0.022	0000	•
~~ <u></u>	From	Bus US 460 Pamplij												
Richmond Hwy	Appomattox County	0.99 6800	G	88%	1%	1%	1%	10%	0%	F	0.084	0.524	6800	G
~	To: From:	Prince Edward Count	_											
Prince Edward Hwy	Prince Edward County	Appomattox County 1.07 6300	G	88%	1%	1%	1%	10%	0%	F	0.084	0.524	6300	G
400)	To:	Bus US 460 Pampli		0070	. , ,		. , 0	. 0 , 0	0 / 0	•	0.00	0.02	0000	·
	From:	Bus US 460												
Prince Edward Hwy	Prince Edward County	5.83 7700	G	88%	1%	1%	1%	10%	0%	F	0.084	0.598	7700	G
~	To From:	73-626 Peaks R	d											
460 Prince Edward Hwy	Prince Edward County	5.73 9100	G	88%	1%	1%	1%	10%	0%	F	0.085	0.649	9200	G
	Tσ	US 15 Sheppards	Rd											

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

				_		Tru	ıck			K	Dir		
Jurisdiction	Length AADT	QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	. AAWDI	QW
From:													
Prince Edward County			88%	1%	1%	1%	9%	1%	С	0.111	0.632	9300	Α
To:		armville											
Prince Edward County			000/	10/	10/	10/	100/	00/	_	0.000	0.501	7000	_
Prince Edward County	2.98 /900	G	88%	1%	1%	1%	10%	0%	г	0.089	0.521	7900	G
To: From:	Bus US 460 East of	f Farmville	е										
Prince Edward County	4.28 13000	G	88%	1%	1%	1%	10%	0%	F	0.088	0.551	13000	G
To:	SP 307 Holly Fa	rme Dd											
Prince Edward County			88%	1%	1%	1%	10%	0%	F	0 092	0 514	7200	G
To:			0070	170		1 /0	10 /0	0 /0	•	0.002	0.014	7200	ď
From:		_											
Nottoway County		_	88%	1%	1%	1%	10%	0%	F	0.096	0.535	6600	G
To:			0070	. , 0		. , 0	. 0 / 0	0 70	•	0.000	0.000	0000	0.
From:		omy my											
Nottoway County		G	84%	1%	1%	2%	12%	0%	С	0.086	0.569	11000	G
, ,													
From:			2 121										
Town of Burkeville (Maint: 67)	1.06 11000	N	84%	1%	1%	2%	12%	0%	N	0.086	0.569	11000	N
To:	Bus US 46	50											
Town of Burkeville (Maint: 67)	0.08 13000	G	86%	1%	1%	2%	11%	0%	F	0.087	0.525	13000	G
, , , , , , , , , , , , , , , , , , ,													
From:			000/	40/		00/	440/	00/		0.007	0.505	10000	
Nottoway County			86%	1%	1%	2%	11%	0%	N	0.087	0.525	13000	N
From:													
Nettoway County			000/	10/	10/	10/	100/	00/	_	0.00	0.517	0700	_
Notioway County	0.19 6700	G	00%	170	170	170	10%	0%	Г	0.08	0.517	8700	G
To: From:	67-723 Lewiston	Plank Rd											
Nottoway County	1.29 8900	G	88%	1%	1%	1%	10%	0%	F	0.082	0.520	8900	G
To	WCI Crow												
Town of Crown (Maint: 67)			000/	10/	10/	10/	100/	Λο/	NI	0 002	0.520	9000	N
Town of Crewe (Maint. 67)	0.70 0900	IN	00 /6	1 /0	1 /0	1 /0	10 /6	0 /6	IN	0.002	0.520	8900	IN
To: From:	SR 49 Watsons V	Vood Rd											
Town of Crewe (Maint: 67)	1.80 11000	G	88%	1%	1%	1%	10%	0%	F	0.086	0.519	11000	G
To	CD 40 Fort Davis G	годогу Цх	75.7										
Town of Crown (Maint: 67)				10/	10/	10/	100/	Λο/		0.005	0.554	10000	G
Town of Crewe (Maint. 67)	0.70 9900	G	00 /6	1 /0	1 /0	1 /0	10 /6	0 /6		0.005	0.554	10000	G
To: From:	ECL Crew	/e											
Nottoway County	1.35 9900	N	88%	1%	1%	1%	10%	0%	Ν	0.085	0.554	10000	Ν
To:	67 1006 CCC	Rd.											
Nottoway County			88%	10/-	10/-	10/-	10%	00/-	F	0 088	0.546	8600	G
Notioway County				1 /0	1 /0	1 /0	10 /0	0 /0	'	0.000	0.540	0000	G
To: From:													
Nottoway County	5.30 5100	G	88%	1%	1%	1%	10%	0%	F	0.087	0.564	5100	G
To	67 606 Cottoo	re Rd											
Nottoway County	67-606 Cottag 2.23 4400	ge Rd	88%	1%	1%	1%	10%	0%	F	0.083	0.532	4400	G
	Prince Edward County Tot From: Nottoway County Tot From: Nottoway County Town of Burkeville (Maint: 67) Town of Burkeville (Maint: 67) Town of Burkeville (Maint: 67) Town of Burkeville (Maint: 67) Town of County Tot From: Nottoway County Tot From: Nottoway County Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67) Town of Crewe (Maint: 67)	Prince Edward County	Prince Edward County	Prince Edward County	Prince Edward County	Durisdiction Length AADT QA 4Tire Bus 2Axle	Durisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle 1	Section Length AADT QA 4 Tire Bus 2 Axle 3 + Axle 1 Trail	Prince Edward County	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC	Durisdiction	Length AADT QA 4 Tire Bus 2Axle 1Trail 2Trail QC Factor QK Factor Prince Edward County 4.18 9500 A 88% 1% 1% 1% 9% 1% C 0.111 0.632	Second County

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

						Tru	ıck			K	D	r	
Jurisdiction	n Length	AADT QA	4Tire	Bus					QC	Factor	QK	AAWD	T QW
From	67-60	99 Yellowbird Rd											
Nottoway Cou	unty 3.71	7900 G	88%	1%	1%	1%	10%	0%	F	0.092	0.5	18 7900	G
Tα													
From:									_				_
Dinwiddie Cou	unty 6.80	5300 G	88%	1%	1%	1%	10%	0%	F	0.082	0.5	37 5300	G
To: From:	26	-625 Wells Rd											
Dinwiddie Cou	unty 2.99	5500 G	88%	1%	1%	1%	10%	0%	F	0.088	0.6	05 5500	G
Tα	26-6	22 Baltimore Rd											
			88%	1%	1%	1%	10%	0%	С	0.105	0.5	65 6600	Α
тГ													
Pinwiddio Cou				10/	10/	10/	100/	00/	Е	0.006	0.5	E9 6000	G
Diriwiddie Cot	unity 5.29	6900 G	00 /6	1 /0	1 /0	1 /0	10 /6	0 /6		0.000	0.5	36 6900	G
To: From:													
Dinwiddie Cou	unty 2.36	7300 G	88%	1%	1%	1%	10%	0%	F	0.086	0.6	11 7300	G
To: From:	26-628	8 Tranquility Lane			<u> </u>								
Dinwiddie Cou	unty 2.12	9700 G	88%	1%	1%	1%	10%	0%	F	0.091	0.6	34 9700	G
To:	26.6	31 Claiborne Pd											
From: L Dinwiddie Cou			88%	1%	1%	1%	10%	0%	F	0.091	0.6	30 13000) G
5 mindale eet			0070	1 70		1 70	1070	070	•	0.001	0.0	1000	
From: Dissuidalia Con			000/	10/	10/	10/	100/	00/	г	0.001	0.0	FO 1000	
Dinwiddie Cot	unty 2.00	13000 G	88%	1%	1%	1%	10%	0%	г	0.091	0.6	53 13000) G
To: From:	W 20												
Dinwiddie Cou	unty 0.61	16000 G	88%	1%	1%	1%	10%	0%	F	0.086	0.6	39 16000) G
To:	E 26-6	632 Buttewood Rd											
Dinwiddie Cou	unty 0.18	16000 G	88%	1%	1%	1%	10%	0%	F	0.086	0.6	51 16000) G
To	CI	P 226 Cov Pd			<u> </u>								
From: L Dinwiddie Cou			88%	1%	1%	1%	10%	0%	F	0.085	0.5	99 16000) G
To:			00 70	1 70		1 /0	10 /0	0 70	•	0.000	0.0	10000	<i>-</i>
From:	10	X											
Dinwiddie Cou	unty 0.19		See E	Bus US	460 for	direction	nal traff	ic volum	e esti	mates fo	this segn	nent.	
To:		X											
From:		I 85 N											
	,		S	See I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	segment		
Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	40000 A	85%	1%	1%	1%	11%	1%	F	0.099	A 0.5	38 39000) A
To		US 1											
Dinwiddie Cou	unty 1.18		S	ee I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	segment		
Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	51000 A	88%	1%	1%	1%	10%	1%	С	0.094	A 0.5	64 50000) А
т.													
City of Patershurg (1		LL Petersburg	0	ا مم	for dire	ctional tr	affic vo	dume ec	timat	e for this	compant		
		E1000 *											۸ ۸
Combined Trainic Estimates for 2 Parallel F	noadways on this Houte:	51000 A	00%	1%	1%	1%	10%	1%	U	0.094	A U.5	04 50000) A
	Nottoway Col Tec Promit Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Tax Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Tax Promit Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Tax Promit Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Tax Promit Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Tax Promit Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Tax Promit Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Tax Promit Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Tax Promit Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Tax Promit Dinwiddie Co Combined Traffic Estimates for 2 Parallel I Tax Promit Dinwiddie Co Combined Traffic Estimates for 2 Parallel I	Nottoway County 3.71 1st Dinw Nottoway County 1.75 Dinw Nottoway County 1.75 Dinw Nottoway County 1.77 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	Nottoway County 3.71 7900 G Dinwiddic County Line Nottoway Nottoway	Nottoway County	Nottoway County 3.71 7900 G 88% 1%	Nottoway County	Nottoway County 3,71 7900 G 88% 1% 1% 1% 1% 1% 1% 1	Nottoway County 3.71 7900 G 88% 1% 1% 1% 10%	Combined Traffic Estimates for 2 Parallel Roadways on this Route: S1000	Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$1000 A first blue states for 2 Parallel Roadways on this Route: \$1000 A 88% 1% 1% 1% 10% 0% F	Substitution Carright Adul A 11 fe Substitution Carright Carrig	Nottoway County 3.71 7900 G 88% 1% 1% 10% 0% F 0.092 0.5	Care Care

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

Route	Jurisdiction	1	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK Dir Factor	AAWDT	QW
~~~	From:		Squi	rrel Level F	Road											
(460) (85)	City of Petersburg (	Maint: 26)	2.57			S	ee I-85	for dire	ctional t	raffic vo	lume es	stimate	es for this s	segment.		
	nbined Traffic Estimates for 2 Parallel F	Roadways on this	Route:	55000	Α	88%	1%	1%	1%	10%	1%	F	0.091	A 0.527	55000	Α
	To			Y 05 G												
	From:	M-! 00\	0.40	I-85 S			05				I		(			
(460) (85) Ramp	City of Petersburg (	viaint: 26)	0.10			5	ee I-85	for aire	ctional t	rattic vo	iume es	stimate	es for this s	segment.		
$\stackrel{>}{\sim}$	To:			I-95 SB												
(460) (95) Ramp	City of Petersburg (l	Maint: 74)	0.06	I-85		S	ee I-95	for dire	ctional t	raffic vo	lume es	stimate	es for this s	segment.		
<del>~</del> ~	To: From:			Graham Rd	l			$\Box$								
(460) (95) Ramp from I-85 N to I-9	95 S City of Petersburg (I	Maint: 74)	0.07			S	ee I-95	for dire	ctional t	raffic vo	lume es	stimate	es for this s	segment.		
1,00	To:	,	I-95 S	B Collector	Ramp									· ·		
Bus	From:			from US 30												
460 (95) (460 Ramp from I-85 M	N to I-95 S City of Petersburg (	Maint: 74)	0.18			S	ee I-95	for dire	ctional t	raffic vo	lume es	stimate	es for this s	seament.		
(400) (93) (400)	To:	,	Ramn f	from US 30	1 North											
Bus	From:			p from US												
(460) (95) (460) Ramp from I-85 N	N to I-95 S City of Petersburg (I	Maint: 74)	0.27			S	ee I-95	for dire	ctional t	raffic vo	lume es	stimate	es for this s	seament.		
(460) (93) (460) · · · · · · · · · · · · · · · · · · ·	To:			US 460					o					, og		
	From:			I-95												
County Dr	City of Peters	ourg	0.60	18000	G	89%	0%	1%	1%	8%	0%	F	0.105	0.521	19000	G
~~~	To: From:		SR 10	9 Hickory I	Hill Rd											
(460) County Dr	City of Petersk	ourg	2.16	9700	F	89%	0%	1%	1%	8%	0%	С	0.105	0.521	10000	F
~~~	From:			6 Courthou		200/	00/		40/	00/	00/		0.000	0.500	10000	
(460) County Dr	City of Petersh	ourg	0.34	12000	G	89%	0%	1%	1%	8%	0%	F	0.082	0.528	13000	G
<u> </u>	To:			CL Petersbu												
~~~ <u>-</u>	From:			ddie Count								_				_
(460) County Dr	Prince George C	County	0.40	12000	G	89%	0%	1%	1%	8%	0%	F	0.082	0.528	13000	G
<u> </u>	To			I-295				<u> </u>								
460 County Dr	Prince George C	County	0.74	14000	N	83%	1%	1%	1%	14%	0%	Ν	0.088	0.514	13000	Ν
400)	To:			West Qua					.,.							
	From:			ves Rd; W		Rd										
County Dr	Prince George C		3.07	14000	G	83%	1%	1%	1%	14%	0%	F	0.088	0.514	13000	G
~~~	To: From:			Prince Geo												
460 County Dr	Prince George C	County	6.20	14000	G	83%	1%	1%	1%	14%	0%	F	0.09	0.548	13000	G
<u> </u>	To:		Suss	ex County	Line											
~~~	From:		Prince C	George Cou												
General Mahone Hwy	Sussex Cour	nty	6.24	11000	G	83%	1%	1%	1%	14%	0%	F	0.085	0.545	10000	G
~~~	From	4 ' + 64'		CL Waver	_	0001	4-1		4		0-1		0.00=	0 =	10000	
(460)	Town of Waverly (N	/iaint: 91)	0.66	11000	N	83%	1%	1%	1%	14%	0%	N	0.085	0.545	10000	N
	To: From:		SR	40 W Mair	n St											
460	Town of Waverly (N	Maint: 91)	0.72	11000	N	83%	1%	1%	1%	14%	0%	Ν	0.079	0.506	9800	N
~~~	To: From:			CL Waverl												
(460)	Sussex Cour	nty	6.28	11000	N	83%	1%	1%	1%	14%	0%	Ν	0.079	0.506	9800	N
<u></u>	To:		W	CL Wakefie	eld											

5/2/2016

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

5 .					_		Tru	ıck			K	Dir Dir		٠.
Route	Jurisdiction	Length AADT	QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Ų۱
~	From:	WCL Wakefiel												
460)	Town of Wakefield (Maint: 91)	1.06 11000	N	83%	1%	1%	1%	14%	0%	Ν	0.079	0.506	9800	١
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	ECL Wakefiel												
General Mahone Hwy	Sussex County	1.80 <b>11000</b>	G	83%	1%	1%	1%	14%	0%	F	0.079	0.506	9800	(
~	To: From:	Southampton Count Sussex County L	-											
460 General Mahone Blvd	Southampton County	3.72 <b>10000</b>	A	83%	1%	1%	1%	14%	0%	С	0.145	0.532	9400	,
400)	To	WCL Ivor												
460 General Mahone Blvd	Town of Ivor (Maint: 87)	0.65 <b>10000</b>	N	83%	1%	1%	1%	14%	0%	Ν	0.145	0.532	9400	
400)	To						. , •	, •				****		
General Mahone Blvd	Town of Ivor (Maint: 87)	87-616 Main S 0.64 <b>9200</b>	F F	83%	1%	1%	1%	14%	0%	F	0.088	0.523	8500	
460 Gerieral Marierie Erva	Town or wor (maint: 67)		•		. 70		1 70	1170	0 70	•	0.000	0.020	0000	,
460 General Mahone Blvd	Southampton County	3.59 <b>ECL Ivor</b>	N	83%	1%	1%	1%	14%	0%	N	0.088	0.523	8500	
460 General Manone Blvd	To:	Isle of Wight Count		03 /6	1 /0		1 /0	14 /0	0 /6	IN	0.000	0.525	6500	
	From:	Southampton Count	_											
460 Windsor Blvd	Isle of Wight County	6.10 <b>11000</b>	G	83%	1%	1%	1%	14%	0%	F	0.087	0.527	10000	
<i></i>	Ter	WCL Windso	or											
460	Town of Windsor (Maint: 46)	0.07 <b>11000</b>	G	83%	1%	1%	1%	14%	0%	F	0.087	0.527	10000	
<del>~</del>	To:	US 258 Prince Blvd N; Pr	Prince RI	vd S										
460 Windsor Blvd	Town of Windsor (Maint: 46)	0.45 <b>17000</b>	G	83%	1%	1%	1%	14%	0%	F	0.089	0.551	16000	(
400)	To:	46-610 Court Street North	i; Court S	Street										
~~~	From:	46-610 Court S												
460)	Town of Windsor (Maint: 46)	0.74 17000	N	83%	1%	1%	1%	14%	0%	Ν	0.089	0.566	15000	- 1
	To- From:	ECL Windson	r			-								
Windsor Blvd	Isle of Wight County	2.59 17000	G	83%	1%	1%	1%	14%	0%	F	0.089	0.566	15000	
~	To:	WCL Suffolk												
460 Pruden Blvd	City of Suffolk	Isle of Wight Count 3.08 17000	G Line	83%	1%	1%	1%	14%	0%	F	0.091	0.635	16000	
460 Tradell Blvd	Oity of Surfoix				1 /0	1 /6	1 /0	14 /0	0 /6	'	0.031	0.033	10000	
Pour de la Physic	To: From:	133-604 Lake Prince Dr; P			40/		40/	4.40/	00/		0.00	0.000	10000	
Pruden Blvd	City of Suffolk	0.54 19000	G	83%	1%	1%	1%	14%	0%	F	0.09	0.620	18000	•
	T _C . From:	133-634 Kings For												
Pruden Blvd	City of Suffolk	1.47 25000	G	83%	1%	1%	1%	14%	0%	F	0.091	0.635	23000	
	To: From:	US 58, BUS US 460; Suf												
460 58 13 Suffolk Bypass	City of Suffolk	US 58, BUS US 460, Pt 0.93 49000	G G	92%	0%	1%	1%	6%	0%	F	0.077	0.647	50000	
460 58 (13) Suffolk Bypass	a F			UL /U	0 /0	- 70	1 /0	J /0	0 /0	'	0.077	0.047	55000	
Configuration Configuration	Tor From:	SR 10 SR 32 Godwi		000/	00/	10/	10/	CC/	00/	_	0.005	0.507	60000	
460 58 13 Suffolk Bypass	City of Suffolk	1.87 58000	G	92%	0%	1%	1%	6%	0%	F	0.085	0.597	60000	(
~~~~	To: From:	61-642 Wilroy I												
460 (58) (13) Suffolk Bypass	City of Suffolk	2.30 <b>49000</b>	G	92%	0%	1%	1%	6%	0%	F	0.084	0.618	51000	(
$\sim$ $\sim$	Tα	Bus US 13,Bus US 58 M	Ailitary F	lwy										

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

			nu miersia					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~ ~~	From:	XXX Bus US														
$460$ $\left(58\right)$ $\left(13\right)$ Military Highwa	City of Suffo		71000	G	92%	0%	1%	1%	6%	0%	F	0.086		0.621	74000	G
~ ~ ~	To: From:		CL Chesapea ECL Suffolk													
460 58 13 Military Highwa	City of Chesapeake		71000	Α	92%	0%	1%	1%	6%	0%	С	0.096		0.570	74000	Α
	To	<u> </u>	I-664													
460 (58) (13)	City of Chesapeake	(Maint: 64) 0.11	11000	F	92%	0%	1%	1%	6%	0%	F	0.13		0.506	11000	F
400 (00)	To		JS 58; SR 19	)1												
460 (13) (191)	From: City of Chesap		6800	G	91%	1%	2%	2%	4%	0%	F	0.137		0.723	7300	C
100 (10)	To		91, S Military													
460 (13) Military Highway	Fron: City of Chesap		5400	G	91%	1%	2%	2%	4%	0%	F	0.151		0.726	5700	G
400) (13)	ombined Traffic Estimates for 2 Parallel			G								0.123	F	0.583	NA	
	To		Military Hw													
460 13 Military Highway	From: City of Chesap		8200	G	91%	1%	2%	2%	4%	0%	С	0.150		0.523	8700	G
460) (13)					0.70	. , ,		_,,	.,0	0 / 0	Ū	01.00		0.020	0.00	
460 (13) Military Highway	From City of Chesap	beake 1.37	I-64 17000	G	97%	0%	1%	1%	1%	0%	F	0.105		0.527	18000	(
460 (13) Military Highway	Oity of Offesap					0 /6	1 /0	1 /0	1 /0	0 /6	'	0.103		0.527	10000	
460 (13) Military Highway	City of Chesap		eorge Washin 19000	ngton Hw <b>G</b>	97%	0%	1%	1%	1%	0%	F	0.105		0.53	20000	(
460 (13) Military Highway	Oity of Offesap				91 /0	0 /6	1 /0	1 /0	1 /0	0 /6	•	0.103		0.55	20000	
~ ANS ANS AND AND AND AND AND AND AND AND AND AND	To: From:		R 196 Canal 1		070/	00/	10/	40/	40/	00/	_	0.400		0.500	0.4000	
460 13 Military Highway	City of Chesap		31000 Military Hwy	Α	97%	0%	1%	1%	1%	0%	С	0.123		0.529	34000	P
	From:		13 Military I	~												
460 166 Bainbridge Blvd	City of Chesap	peake 0.74	12000	G	96%	1%	1%	0%	2%	0%	F	0.097		0.596	12000	(
$\sim$	To		Freeman Ave	e												
460 (166) Bainbridge Blvd	City of Chesap		11000	G	96%	1%	1%	0%	2%	0%	F	0.090		0.509	12000	
	To	C	hesapeake A	VA												
460 (166) Bainbridge Blvd	From: City of Chesap		8800	G	96%	1%	1%	0%	2%	0%	С	0.088		0.575	9400	
450)(100)	To:		337 Poindext	ter St												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		ainbridge Blv													
460 166 Poindexter St	City of Chesap	peake 0.56	7100	G	98%	0%	1%	0%	0%	0%	С	0.098		0.558	7500	(
~ ~	To: From:		Liberty St													
460 (166) 22nd St	City of Chesap		5600	G	98%	0%	1%	0%	0%	0%	F	0.121		0.584	6000	(
\smile	To:		SCL Norfolk													
460 (166) Wilson Rd	City of Norfo		CL Chesapea 8700	F	98%	0%	1%	0%	0%	0%	F	0.109		0.604	9500	ı
+00) 100) 111231110	To:		ampostella A		/-	- / 0		- / 0	- / 0	- / •	•	200			- 300	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From		Wilson Rd													
460 (166) (168) Campostella F	d City of Norfo	olk 0.73	49000	F	96%	1%	1%	1%	1%	0%	F	0.113		0.783	53000	-
~	Toc From:		Kimball Terr	r												
460 166 168 Brambleton Av	e City of Norfo	olk 0.30	44000	F	96%	1%	1%	1%	1%	0%	С	0.082		0.614	47000	F
$\sim$ $\sim$	To:		Park Ave													

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

		Fillially all						Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:		Park Ave												
460 (168) Brambleton Ave	City of Norfolk	0.40	34000	F	96%	1%	1%	1%	1%	0%	F	0.082	0.558	37000	F
	To: From:	Т	idewater Dr												
460 337 Brambleton Ave	City of Norfolk	0.10	32000	F	96%	1%	1%	1%	1%	0%	F	0.077	0.595	35000	F
$\bigcirc$	To: From:		Church St												
460 (337) Brambleton Ave	City of Norfolk	0.31	21000	F	96%	1%	1%	1%	1%	0%	F	0.079	0.573	23000	F
$\smile$	To:		S 460 St Pau												
ALT Ct Doule Plud	City of Norfalls		460, Bramble			20/	10/	00/	10/	00/	F	0.00	0.505	00000	F
460 460 St Pauls Blvd	City of Norfolk	0.24	21000	F	96%	2%	1%	0%	1%	0%	Г	0.08	0.535	23000	Г
~~	To: From:		0 Par; Mont								_				
St Pauls Blvd	City of Norfolk	0.07	25000	F	96%	2%	1%	0%	1%	0%	F	0.078	0.506	27000	F
~~~	To: From:	US 58 V	/irginia Beac												
460 Monticello Ave	City of Norfolk	0.66	20000	F	96%	2%	1%	0%	1%	0%	С	0.073	0.528	22000	F
	To: From:		21st St												
460 Monticello Ave	City of Norfolk	0.49	16000	F	96%	2%	1%	0%	1%	0%	F	0.082	0.527	17000	F
<u> </u>	To: From:		Church St												
460 Granby St	City of Norfolk	0.81	24000	F	96%	2%	1%	0%	1%	0%	F	0.091	0.543	26000	F
<i></i>	To:	L	lewellyn Ave	e											
460 Granby St	City of Norfolk	0.45	29000	F	96%	2%	1%	0%	1%	0%	F	0.095	0.649	31000	F
	To	Wii	llow Wood I	Dr											
460 Granby St	City of Norfolk	1.30	33000	G	98%	1%	1%	0%	0%	0%	С	0.084	0.559	35000	G
,	To		Thole St												
460 Granby St	City of Norfolk	0.37	28000	F	96%	2%	1%	0%	1%	0%	F	0.090	0.511	31000	F
400) 5.14.1.5) 5.1	T.,							0,0	. , 0	0 / 0	•	0.000	0.0	0.000	•
460 Granby St	City of Norfolk	0.44	5 Little Cree 24000	F F	96%	2%	1%	0%	1%	0%	F	0.095	0.569	27000	F
460 Charley St	Oity of Norion			•	30 /8	2 /0	1 /0	0 70	1 /0	0 70	•	0.000	0.505	27000	
Cronby St	City of Novfolk		I-64; I-564	F	98%	1%	10/	00/	0%	00/	С	0.005	0.760	05000	F
460 Granby St	City of Norfolk	0.69	23000		96%	170	1%	0%	0%	0%	C	0.095	0.769	25000	Г
~~~	To: From:		I-64 East												
Granby St	City of Norfolk	0.30	21000	F	98%	1%	1%	0%	0%	0%	F	0.098	0.689	23000	F
~~~	To: From:		ay View Blv												
460 Granby St	City of Norfolk	0.89	12000	F	98%	1%	1%	0%	0%	0%	С	0.113	0.675	13000	F
	To: From	SR 10	68 Tidewate	r Dr											
460 Granby St	City of Norfolk	0.71	11000	F	98%	1%	1%	0%	0%	0%	F	0.104	0.659	12000	F
<u> </u>	То:	US 60	Ocean View	v Ave											
~~~	From	Ramps from US 46	60 Eastboun		estbound										
460 Ramp	Dinwiddie County	0.20	940	G								0.088		940	G
<u> </u>	Tα	I-8	5 Southbour	nd											

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

Route	Jurisdiction				4Tire Bus	Truck2Axle 3+Axle 1Trail 2Tr		Dir Factor A	AWDT	QW
(460) Ramp	City of Norfolk (Ma	int: 64) 0.0	5 460 TO I-64 V 7 <b>4300</b> M US 460-GR	G	REET		0.100		4300	G
East 460 Ramp	From:  Montgomery Co			G	VAY DRIV		0.15		4000	G
East 460 Ramp toward I-81 N (to CD R	load) at Exit 118Town of Christiansburg $_{^{\mathrm{Torn}}}$	(Maint: 60) 0.1	\$ 460; Parkway 4 <b>4600</b> 8X Collector Di	G	Rd		0.086		4600	G
East 460 Ramp	From: City of Roanoke (Ma			G	GE AVENU		0.105		3400	G
East 460 Ramp	From: City of Roanoke (Ma			G	GE AVENU		0.147		3000	G
East 460 Ramp	From: Campbell Coul Tα	nty 0.3	160 TO RT 29 S 3 <b>NA</b> 9 FROM RT 46				NA		NA	
East 460 Ramp	From: Campbell Coul Tα	nty 0.3	460 TO RTE 29 <b>NA</b> 29 FROM RT 4				NA		NA	
East Bus 460 460 Ramp	$rac{ ext{From}}{ ext{Prince Edward C}}$	ounty 0.3	460 TO RT 15 5 <b>1800</b> S064A TO & F	G			0.143		1800	G
East 460 Ramp	From: Prince Edward C	ounty 0.1	15 US 460 TO I 2200 5 FROM & TO	G			0.116		2200	G
East 460 Ramp	From: Dinwiddie Cou To:			G	Southbound		0.094		450	G
East 460 Ramp	From: Prince George C	ounty 0.5	50 TO RT 295 S 520 E FROM RT 46	G			0.133		520	G
East 460 Ramp	Prince George C	ounty 0.3	5-W003B FROM 3 <b>1100</b> W FROM RT 4	G			0.114		1100	G
East 460 Ramp	$^{ ext{From:}}$ City of Norfolk (Ma			G			0.103		4400	G
East 460 Ramp	City of Norfolk (Ma	int: 64) 0.1	US 460 Granby  3 4300  I-564 Northbou	G			0.141		4300	G

5/2/2016

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Facto	QK Dir r Factor	AAWDT	QW
West 460 Ramp	Town of Christiansburg (Maint: 60	US 460 TO RT 11 0) 0.12 <b>2100 G</b> -81-S118D FROM PARKWAY DRIVE WEST	0.112	2	2100	G
West 460 Ramp	Town of Christiansburg (Maint: 60	US 460 TO RT 81 SOUTH  0) 0.18 <b>460 G</b> I-81-S118X FROM PARKWAY DRIVEWEST	0.149	)	460	G
West 460 Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 SOUTH 0.09 <b>8200 G</b> 81-S FROM RT 460 WEST00- ORANGE AVENU	0.09		8200	G
West 460 Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 NORTH  0.14 <b>12000 G</b> 81-N FROM RT 460 WEST00- ORANGE AVENU	0.094	ļ	12000	G
West 460 (29) Ramp	Campbell County	US 460 TO RT 29 & 29 BUS 0.31 NA C5US 29 FROM RT 460 WEST	NA		NA	
Vest 460 Ramp	Campbell County	US 460 TO RT 29 BUS 0.41 NA C5US 29 FROM RT 460 WEST	NA		NA	
West 460 15 Ramp	Prince Edward County	US 15, US 460 Prince Edward Hwy 0.17 <b>1600 G</b> US 15 Sheppards Rd	0.103	}	1600	G
West 460 Ramp	Prince Edward County	US 460 TO RT 15 & 15 BUS 0.23 <b>1900 G</b> US 15 C5US 15 J	0.098	5	1900	G
West 460 Ramp to I-85 at Exit 61	Dinwiddie County  Tec Ran	US 460 Airport St Westbound  0.02 NA  pp from US 460 Eastbound toward I-85 Southbound	NA		NA	
West 460 Ramp	Prince George County	US 460 I-295-E003A TO & FROM RTE 2  0.36 <b>800 G</b> I-295-E FROM RT 460 WEST	0.097	,	800	G
Vest 460 Ramp	Prince George County	US 460 TO RT 295 NORTHW 0.51 <b>2500 A</b> I-295-W FROM RT 460 WEST	0.143	}	2500	Α
West 460 Ramp	City of Norfolk (Maint: 64)	US 460 TO ROUTE 264 EAST  0.19 <b>8000 G</b> 4-E FROM ROUTE 460 WEST00- BRAMBLETO	0.099	)	8000	G
ALT 460 58 Airline Blvd	City of Chesapeake	Joliff Rd  1.72 <b>7000 G</b> 97% 2%  WCL Portsmouth	1% 0% 1% 0% C 0.088	0.52	7500	G
ALT 460 58 Airline Blvd	City of Portsmouth	ECL Chesapeake 0.29 11000 G 97% 2% Greenwood Dr	1% 0% 1% 0% F 0.082	2 0.529	12000	G

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

							Tru	ck			K		Dir		
Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK I		AAWDT	Q۱
From:				.=-/						_					
City of Portsn	nouth 0.20	15000	G	97%	2%	1%	0%	1%	0%	F	0.079		0.602	16000	G
To:	F	Elmhurst Lan	e												
City of Portsn	nouth 1.30	8900	G	97%	2%	1%	0%	1%	0%	F	0.079		0.571	9400	(
To: From	VIO	CTORY BLV	VD												
City of Portsn	nouth 0.28	11000	G	97%	2%	1%	0%	1%	0%	F	0.078		0.587	11000	(
To	1	S 58 SR 33	7												
City of Porten				00%	0%	00/-	<b>Λ</b> °/-	0%	Nº/-	F	0.080		0.581	15000	(
Oity of Fortsin				33 /0	0 /6	0 /6	0 /6	0 /6	0 /6	'	0.000		0.561	13000	
From:		R 337 Turnp													
City of Portsn	nouth 0.16	11000	G	99%	0%	0%	0%	0%	0%	F	0.083		0.616	12000	(
To:		I-264													
City of Portsn	nouth 0.29	11000	N	99%	0%	0%	0%	0%	0%	Ν	0.083		0.616	12000	ı
Τα															
City of Portsmouth		337 TO RT	264	See	VA 33	 7 for dir	ectional	traffic v	olume e	etima	ates for th	nis seni	ment		
Oity of 1 ofternouth		E FROM R	Г 337	000	VA 00	7 101 011	collonal	tianic v	Olullic (	23(11116	103 101 11	iis segi	mont.		
From:		Т 337 & І-26	54												
-	,	40000	_							stimat		U		50000	
Combined Traffic Estimates for 2 Parallel	-		-	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	50000	
Tor From:		7 Frederick	Blvd												
•	'				e I-264	for dire	ctional ti		lume es	stimat		_			
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	61000	
To:	De	ep Creek Bl	vd												
City of Portsmouth	(Maint: 64) 0.67			Se	e I-264	for dire	ctional ti	affic vo	lume es	stimat	es for thi	s segm	nent.		
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	58000	
T _O .	SR 1	41 Effingha	m St												
owntown Tunnel City of Portsmouth	(Maint: 64) 0.87			Se	e I-264	for dire	ctional ti	affic vo	olume es	stimat	es for thi	s seam	nent.		
	,	70000	F	96%	0%	1%	1%	2%	0%	F	0.099	_		77000	
To	,	VCL Norfoll													
From:		· CE I (CIICI		80	0   264	for dire	otional ti	offic ve	dumo oc	stimat	es for thi	c coam	nont		
wintown Tunnel City of Norfall (N)	nami. 04) 0.00									oumal		_	i <del>c</del> iii.		
owntown Tunnel City of Norfolk (N	Roadways on this Route	70000	F	96%	0%	1%	1%	2%	0%	F	റ റമമ	Α	0.502	77000	
owntown Tunnel City of Norfolk (M Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	77000	
Combined Traffic Estimates for 2 Parallel		<b>70000</b> I-464	F							F				77000	
	Maint: 64) 0.41	I-464	F G							F stimat	0.099 es for thi 0.086	s segm		77000 105000	
	City of Portsn  City of Portsn  City of Portsn  City of Portsn  City of Portsn  City of Portsn  City of Portsn  City of Portsn  City of Portsn  City of Portsn  City of Portsmouth  City of Portsmouth  Combined Traffic Estimates for 2 Parallel  City of Portsmouth  Combined Traffic Estimates for 2 Parallel  City of Portsmouth  Combined Traffic Estimates for 2 Parallel  City of Portsmouth  Combined Traffic Estimates for 2 Parallel  City of Portsmouth  Combined Traffic Estimates for 2 Parallel  City of Portsmouth  Combined Traffic Estimates for 2 Parallel  City of Portsmouth  Combined Traffic Estimates for 2 Parallel  City of Portsmouth  Combined Traffic Estimates for 2 Parallel  City of Portsmouth  Combined Traffic Estimates for 2 Parallel  City of Portsmouth	City of Portsmouth 0.20    City of Portsmouth 1.30	City of Portsmouth   0.20   15000	City of Portsmouth   0.20   15000   G	City of Portsmouth   0.20   15000   G   97%	City of Portsmouth   0.20   15000   G   97%   2%	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axle	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	City of Portsmouth   0.20   15000   G   97%   2%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   1%   0%   0	Sursidiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   2Trail   City of Portsmouth   0.20   15000   G   97%   2%   1%   0%   1%   0%   F	City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of 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City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of Portsmouth   City of	March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   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# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictic	n Longt	h <b>AADT</b>	04	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
	Junsuicite	_			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QV
ALT	City of Norfolk (N		R 337 Main S	treet	So	ا مراجع	1 for dire	ctional t	raffic ve	م مسام	etimat	es for th	اد دمر	ımant		
460 (264 (337)	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	2%	0%	F	0.088	ιο συ <u>ς</u> Ε	0.646	101000	G
	To Tallio Estimates for 2 Tallion				0070	0 70		1 /0	270	0 70	•	0.000	•	0.040	101000	ŭ
ALT	From		I-264													
460 (337)	City of Norfolk (M	Maint: 64) 0.22	26000	N	98%	1%	1%	0%	0%	0%	N	0.084		0.782	28000	N
ALT	Tov From	SR 3	337 Tidewate	r Drive												
ALT 460 )	City of Norfolk (M	Maint: 64) 0.24	26000	F	98%	1%	1%	0%	0%	0%	F	0.084		0.782	28000	F
~ <i>)</i>	Combined Traffic Estimates for 3 Parallel	Roadways on this Route		G								0.089	F	0.791	38000	G
N T	To:		St Pauls Bly Fenchurch S													
ALT 460 St Pauls Blvd	City of Norfolk (N	Maint: 64) 0.45		G G	98%	1%	1%	0%	0%	0%	F	0.081		0.596	44000	G
+00)	To To		460 Bramblet							- , ,						
ALT OLD LOUI	From:				000/	00/	40/	00/	40/	00/	_	0.00		0.505	00000	_
460 460 St Pauls Blvd	City of Nort		<b>21000</b> 460 Par; Mor	F	96%	2%	1%	0%	1%	0%	F	0.08		0.535	23000	F
· -	From															
ALT 160 Ramp	City of Norfolk (N	A1US-00400(1	· -	HALL A	VENUE							NA			NA	
160) 1 14111	To	IS-00264-W010B(B)		264 EAS	ST VIA A	LT 4						1471			1471	
ALT	From	I-2	264-W TO RT	337												
160 264 Ramp	City of Portsmouth	(Maint: 64) 0.37			Se	e I-264	4 for dire	ctional t	raffic vo	olume es	stimat	es for th	is seg	ment.		
<u> </u>	To		337 FROM R													
ALT	City of Portsmouth		337 Portsmou	in Biva	Se	e I-264	4 for dire	ctional t	raffic vo	olume es	stimat	es for th	is sec	ıment.		
460 264	Combined Traffic Estimates for 2 Parallel	,		F	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	50000	F
	To	_	17 Frederick	Dlvd												
ALT	Prom:			DIVU	0-	- 1.00	4 6 15		(0'							
460 264	City of Portsmouth Combined Traffic Estimates for 2 Parallel	,		_							stimat	es for th	_		C1000	_
	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	2%	0%	Г	0.085	F	0.557	61000	G
ALT	- To	<u></u>	Deep Creek B	lvd												
							1 for dire	otional t	raffic vo	olume es	etimat	es for th	is sec	ıment.		
460 (\264 <i>)</i>	City of Portsmouth	,			Se	e I-264	+ IOI UIIE	Clional		Jiairio oc			_			
160 (264)	City of Portsmouth Combined Traffic Estimates for 2 Parallel	,		G	Se 96%	e I-264 0%	1%	1%	2%	0%		0.085	_	0.584	58000	G
, p) (-)		Roadways on this Route											_		58000	G
ALT	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>54000</b>		96%	0%	1%	1%	2%	0%	F		F	0.584	58000	G
ALT	Combined Traffic Estimates for 2 Parallel	Roadways on this Route  SR  (Maint: 64) 0.45	e: <b>54000</b> R 141 Effingha		96%	0%	1%	1%	2%	0%	F	0.085	F is seg	0.584	58000 77000	G F
ALT 264 Elizabeth River [	Combined Traffic Estimates for 2 Parallel  To From  Downtown Tunnel  City of Portsmouth	Roadways on this Route  SR  (Maint: 64) 0.45	e: <b>54000</b> R 141 Effingha	am St	96% Se	0% ee I-264	1%  4 for dire	1% ectional t	2% raffic vo	0% olume es	F	0.085 es for th	F is seg	0.584 gment.		F
ALT 460 264 Elizabeth River [	Combined Traffic Estimates for 2 Parallel  Ta From  Downtown Tunnel City of Portsmouth  Combined Traffic Estimates for 2 Parallel  From  From	Roadways on this Route  SR (Maint: 64) 0.45 Roadways on this Route	e: 54000 R 141 Effingha e: 70000 WCL Norfol	am St	96% Se 96%	0% ee I-264 0%	1%  for dire  1%	1% ectional t 1%	2% raffic vo 2%	0% olume es 0%	F stimat F	0.085 es for th 0.099	F is seg A	0.584 gment. 0.502		G F
ALT	Combined Traffic Estimates for 2 Parallel  Ta From  Downtown Tunnel City of Portsmouth  Combined Traffic Estimates for 2 Parallel  From  From	Roadways on this Route  SR (Maint: 64) 0.45 Roadways on this Route  Maint: 64) 0.56	e: 54000 R 141 Effingha e: 70000 WCL Norfol	am St	96% Se 96%	0% ee I-264 0%	1%  for dire  1%	1% ectional t 1%	2% raffic vo 2%	0% olume es 0%	F stimat F stimat	0.085 es for th	F is seg A	0.584 gment. 0.502		G F

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

		Primary and inter	State no	uies			Tru	al.			- V	D:«		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	K Factor	QK Dir Factor	AAWDT	Q۷
ALT ALT	From:	W Main St US	5 11; 460				017.04.0				. 4010.	. 40101		
460) (11) 4th St	City of Salem	0.40 <b>1700</b>	0 F	97%	0%	1%	1%	1%	0%	F	0.080	0.535	18000	F
ALT ALT	To: From:	Elm S	t											
460 (11) 4th St	City of Salem	0.37 <b>1800</b>	0 F	97%	0%	1%	1%	1%	0%	С	0.091	0.504	20000	F
ALT ALT	To: From:	Union	St											
60 (11) 4th St	City of Salem	0.29 <b>1600</b>	0 G	97%	0%	1%	1%	1%	0%	F	0.082	0.544	17000	(
LT ALT	T _{CC} From:	Colorado	St											
60 (11) 4th St	City of Salem	0.28 9000	) F	98%	0%	1%	0%	1%	0%	F	0.089	0.547	9800	
<del></del>	Tor	Roanoke	Blvd			$\neg$ $\vdash$								
LT ALT 60\\11\\Texas St	City of Salem	0.31 1000	0 F	98%	0%	1%	0%	1%	0%	С	0.094	0.562	11000	
<i></i>	To:	Idaho												
LT ALT 60 \( \int 11 \) Texas St	City of Salem	0.61 <b>570</b> 0		97%	0%	1%	0%	1%	0%	С	0.096	0.51	6200	
60) (11) Texas St	Transition of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	Lynchburg		01 /0	070		070	1 70	070		0.000	0.01	0200	
LT ALT 60 (11 Texas St	City of Salem	0.24 <b>270</b> 0		97%	0%	1%	0%	1%	0%	F	0.140	0.751	3000	
60) (11) Texas St	City of Salem	Electric		9170	076	170	076	1 70	0%	Г	0.140	0.751	3000	
LT ALT	From:	Texas					221		2-1	_				
60 (11) (419) Electric Rd	City of Salem	0.53 <b>2100</b> E Main		97%	0%	1%	0%	1%	0%	F	0.1	0.59	22000	
us Bus	From:	US 19, US												_
60 19 Crab Orchard Rd	Tazewell County	1.58 <b>170</b> 0		97%	0%	1%	2%	1%	0%	F	0.094	0.628	1700	
us Bus	To: From:	SR 91												
Bus Bus 60 (19) Crab Orchard Rd	Tazewell County	0.27 <b>1400</b>	G	97%	0%	1%	2%	1%	0%	С	0.091	0.522	1500	
	To	SR 16	5											
Bus Bus (16)	Tazewell County	1.11 2100		97%	1%	1%	0%	0%	0%	F	0.091	0.628	2200	
$\sim$	To:	WCL Taz												
Bus Bus	Tazewell County	0.44 <b>230</b> 0		97%	1%	1%	0%	0%	0%	N	0.089	0.755	2400	1
60 (19) (16)	Tazeweii Gounty	SR 10		31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	IN	0.003	0.755	2400	
Sus Bus	From:	WCL Taz		070/	40/	10/	00/	00/	00/	_	0.000	0.755	0.400	
60 (19) (16) Main St	Town of Tazewell	0.20 <b>230</b> 0		97%	1%	1%	0%	0%	0%	С	0.089	0.755	2400	
dus Bus	Trel Frame	ALT SR 16 Fair												
60 (19) (16) Main St	Town of Tazewell	0.81 <b>340</b> 0	G	99%	0%	0%	0%	0%	0%	F	0.089	0.575	3600	•
us Bus	To: From:	Church	Ave		•									
60 (19) (16) Fincastle Trpk	Town of Tazewell	0.44 <b>420</b> 0		99%	0%	0%	0%	0%	0%	F	0.086	0.526	4400	(
~ ~ ~	Tor	Tazewell	Ave											

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	- QV
Bus Bus	From:		zewell Ave											
460) (19) Fincastle Trpk	Town of Tazewell	1.65	5900 G	99%	0%	0%	0%	0%	0%	С	0.09	0.524	6200	G
Bus Bus	To: From:	SR 61	Ben Bolt Blvd											
460 (19) Fincastle Trpk	Town of Tazewell	0.65	4600 G	99%	0%	0%	0%	0%	0%	F	0.092	0.550	4900	G
~ · · · · · · · · · · · · · · · · · · ·	To	EC	L Tazewell											
Bus Bus	Tazewell County	0.93	3400 G	99%	0%	0%	0%	0%	0%	F	0.095	0.52	3600	G
19	To:		19 & US 460	33 /6	0 70	70	0 70	0 /0	0 70	'	0.000	0.52	3000	
Bus	From:		Colonial Trail Hwy											
Old Nottoway Rd	Nottoway County	1.39	4100 G	94%	1%	1%	1%	4%	0%	F	0.127	0.611	4200	G
~	To	67-9457 No	ottoway High Scho	ol										
Bus 160 Old Nottoway Rd	Nottoway County	4.10	3600 G	94%	1%	1%	1%	4%	0%	С	0.109	0.505	3700	G
160 Old Nottoway Nd	Notioway County			34 /0	1 /0	1 /0	1 /0	4 /0	0 /6	C	0.109	0.505	3700	
Bus	To: From:		L Blackstone											
Church St	Town of Blackstone	0.44	3600 G	94%	1%	1%	2%	2%	0%	F	0.103	0.568	3700	C
Bus	To: From:	A	melia Ave											
Church St	Town of Blackstone	0.74	5700 G	94%	1%	1%	2%	2%	0%	С	0.089	0.531	6000	(
33)	To:	SR 40	South Main St											
Bus North Main St	Town of Blackstone	0.59	Elm St <b>G</b>	94%	1%	1%	10/	20/	00/	С	0.007	0.500	6400	,
North Main St	Town of blackstone		widdie Ave	94%	170	1%	1%	3%	0%	C	0.087	0.520	6400	G
Bus	From:		) Dinwiddie St											
North Main St	Town of Blackstone	0.14	6000 G	94%	1%	1%	1%	3%	0%	F	0.091	0.502	6200	(
	To: From:	D	Division St											
North Main St	Town of Blackstone	0.37	5900 G	94%	1%	1%	1%	3%	0%	F	0.092	0.514	6100	
	To	ĭ	Barco Rd											
Bus	From:			0.40/	1%	10/	10/	00/	00/	F	0.005	0.51	4400	G
North Main St	Town of Blackstone	0.56	4000 G	94%	1%	1%	1%	3%	0%	Г	0.095	0.51	4100	(
Bus	To: From:	ECI	Blackstone											
Cox Rd	Nottoway County	2.10	4000 G	94%	1%	1%	1%	3%	0%	F	0.096	0.551	4100	G
<del>~</del>	Тα	US 460 E	East of Blackstone											
Bus Bus	From:		US 460											
160 (360)	Nottoway County	0.18	860 G	95%	1%	1%	2%	1%	0%	С	0.107	0.526	890	C
Bus Bus	To: From:	CL	Burkeville											
460 (360)	Town of Burkeville (Maint: 67)	0.30	860 N	95%	1%	1%	2%	1%	0%	Ν	0.107	0.526	890	Ν
<b>~</b>	To:		67-T724											
Bus Bus 460 (360)	Town of Burkeville (Maint: 67)	0.21	1900 G	95%	1%	1%	2%	1%	0%	F	0.095	0.561	1900	c
400 (300)	To:	0.21	67-628	JJ /8	1 /0		2 /0	1 /0	0 /0	'	0.000	0.501	1300	

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

						Truck			K	Dir Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle 3+	Axle 1Tra	l 2Trail	QC	Factor	QK Factor	AAWDT	Q۷
Bus Bus	From:	67-628						_				
460 (360)	Town of Burkeville (Maint: 67)	0.44 <b>2200</b> US 460 East of Burkevi		1%	1% 2	2% 1%	0%	F	0.104	0.5	2200	G
D	From:		ille									
Bus 460	City of Suffolk	US 58, US 460 1.11 <b>10000 C</b>	99%	0%	0% C	0% 0%	0%	F	0.092	0.630	11000	
460)	То	SR 10, SR 32										
Bus	City of Cytfolic	1.49 <b>26000</b>	<b>A</b> 99%	0%	 0% (	)% 0%	00/	С	0.1	0.500	07000	,
460 (10) (32)	City of Suffolk		4 99%	0%	U% (	0%	0%	C	0.1	0.529	27000	,
Bus	Tro: From:	Old NCL Suffolk										
(32) $(10)$ Main St	City of Suffolk	0.09 <b>28000 C</b>	99%	0%	1% 0	0%	0%	F	0.087	0.502	29000	(
Bus Bus	To: From:	US 13,BUS US 58,SR	32									
460 (58) (13) Constance Rd	City of Suffolk	0.88 <b>16000 C</b>	97%	0%	1% 0	)% 2%	0%	F	0.08	0.566	17000	(
$\sim$	Too	Pinner St										
Bus Bus Bus 460 (58) (13) Portsmouth Blvd	City of Suffolk	1.60 <b>16000 C</b>	97%	0%	 1% (	)% 2%	0%	С	0.084	0.525	17000	(
160 (58) (13) Portsmouth Blvd	oity of Sundik			0 76	170	7/0 2/0	0 /6	O	0.004	0.525	17000	`
Bus Bus Bus	From:	SR 337 Washington S										
160 (58) (13) Portsmouth Blvd	City of Suffolk	1.22 <b>23000 C</b>	<b>9</b> 6%	0%	1% 1	% 2%	0%	С	0.081	0.579	25000	(
~ ~ ~	10.	US 58										
Bus	Giles County	US 460 West of Pearisb 0.34 <b>8300</b> C		1%	 1% 1	% 4%	0%	F	0.086	0.532	8600	(
460	Table 3 Odd ity		<b>J</b> J+70	1 /0	1 /0	70 470	0 78	'	0.000	0.502	0000	`
Bus	From:	NCL Pearisburg										
Main St	Town of Pearisburg (Maint: 35)	0.26 <b>6800 C</b>	94%	1%	1% 1	% 4%	0%	С	0.086	0.532	7200	(
Bus	From:	SR 100 North SR 100 N, North Main	St									
460 (100) Main St	Town of Pearisburg (Maint: 35)	0.38 <b>10000 C</b>	95%	0%	1% 1	% 2%	0%	С	0.089	0.58	11000	(
$\sim$	To	SR 100 S, South Main St	reet		<b>—</b> —							
Bus 460 (Wenonah Ave	Town of Pearisburg (Maint: 35)	1.09 <b>7500 C</b>	98%	1%	 0% 1	% 0%	0%	F	0.092	0.536	7800	(
460) 11011011011111111	Town of Foundating (Maint. 66)		. 0070	170		70 070	0,0	•	0.002	0.000	7000	
Bus	From:	ECL Pearisburg						_				
Wenonah Ave	Town of Pearisburg (Maint: 35)	1.39 <b>7700 O</b> US 460 East of Pearisb		1%	0% 1	% 0%	0%	С	0.098	0.553	8100	(
	Econo											_
Bus 460 (221)	City of Bedford (Maint: 09)	US 460 Old Tnpk Rd		1%	 1% (	)% 1%	0%	N	0.094	0.506	7000	ı
160 (221)	Tol		0070	1 70	170	770 170	070		0.004	0.000	7000	,
Bus	From	Oakcrest St						_				
Blue Ridge Ave	City of Bedford	0.68 <b>6600 C</b>	98%	1%	1% (	)% 1%	0%	С	0.094	0.506	7000	(
Bus	To: From:	4th St										
460 (221) W Main St	City of Bedford	0.07 <b>4900 C</b>	98%	1%	1% 0	)% 1%	0%	F	0.092	0.51	5200	(
<b></b>	To:	Crenshaw St										

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

						_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Bus Bus	From:		Crenshaw St												
460 (221) (122) W Main St	City of Bedford	0.19	6200	G	98%	1%	1%	0%	1%	0%	F	0.097	0.533	6600	G
Bus	To: From:	]	N Bridge St												
(460) (43) E Main St	City of Bedford	0.08	5800	G	98%	0%	1%	0%	0%	0%	F	0.093	0.588	6200	G
$\bigcirc$	To: Economic		South St				_								
Bus 460 (43) E Main St	City of Bedford	0.07	5800	G	98%	0%	1%	0%	0%	0%	F	0.090	0.524	6200	G
$\smile$	To	S	R 43 Otey S	t											
Bus 460 E Main St	City of Bedford	1.11	6600	G	98%	0%	1%	0%	0%	0%	С	0.091	0.605	7000	G
460 E Main St	Tal		5 460, SR 12		90%	076	1 %	0%	0%	0%	C	0.091	0.603	7000	G
Bus	From		); SCL Black												
460 Main St	Town of Blacksburg	0.29	16000	N	98%	0%	0%	0%	0%	0%	Ν	0.102	0.588	17000	Ν
<u> </u>	To	SC	L Blacksbur	rg											
Bus 460 Main St	Montgomery County	0.76	16000	G	98%	0%	0%	0%	0%	0%	F	0.102	0.588	17000	G
7460 Wall St	workgomery County				30 70	0 70	——————————————————————————————————————	0 70	0 /0	0 70	'	0.102	0.500	17000	a
Bus	From:		. Christiansb												
N Franklin St	Town of Christiansburg (Maint: 60)	0.97	21000	G	98%	0%	0%	0%	0%	0%	С	0.102	0.588	21000	G
Bus	To: From:	SR 114	Peppers Fe	rry Rd											
460 N Franklin St	Town of Christiansburg (Maint: 60)	0.45	23000	G	98%	0%	0%	0%	0%	0%	С	0.089	0.526	25000	G
Bus	To: From:		w Rd; Bus 4		Oor.										
460 N Franklin St	Town of Christiansburg	1.38	26000	G 460 F	98%	0%	0%	0%	0%	0%	С	0.091	0.515	28000	G
+00)			Depot St												
Bus N Franklin St	Town of Christiansburg	0.28	10000	G	000/	00/	0%	0%	00/	00/	F	0.007	0.500	11000	0
N Franklin St	Town of Christiansburg		1, SR 8 Mai		98%	0%	0%	076	0%	0%	Г	0.087	0.539	11000	G
Bus	From:	U	S 11 Main S	t											
460 (11) E Main St	Town of Christiansburg	0.12	7600	G	98%	0%	1%	1%	0%	0%	F	0.091	0.542	8100	G
Bus	From:		Roanoke St E Main St												
460 (11) Roanoke St	Town of Christiansburg	0.11	11000	G	98%	0%	1%	1%	0%	0%	F	0.098	0.57	12000	G
$\smile$	Τα		Craig St												
Bus 460 (11 Roanoke St	Town of Christiansburg	0.98	12000	G	98%	0%	1%	1%	0%	0%	F	0.103	0.577	13000	G
(460) (11) Roanoke St	Tol.				30 /0	0 /0		1 /0	0 /0	0 /0	•	3.100	0.077	10000	J
Bus	From		111 Depot											.=	
460 11 Roanoke St	Town of Christiansburg	0.86	16000 US 460	G	98%	0%	1%	0%	0%	0%	С	0.104	0.602	17000	G
Du-	Erone														
Bus 460 Main St	Town of Blacksburg	1.01	US 460 <b>4800</b>	G	98%	0%	1%	1%	0%	0%	С	0.104	0.651	5100	G
(400)	Tox		ount Tabor R		30 /3	0 / 0		1 /0	0 /0	0 /0	J	J.10-T	0.001	0100	G

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

								Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	AAWDT	r QV
Bus	From:		ount Tabor F												
Main St	Town of Blacksburg	0.87	7000	G	98%	1%	0%	0%	0%	0%	С	0.098	0.681	7400	G
Bus	To From:	Pa	trick Henry l	Dr											
Main St	Town of Blacksburg	0.44	12000	G	98%	1%	0%	0%	0%	0%	F	0.098	0.681	13000	G
Bus	To- Front		Broce Dr												
Main St	Town of Blacksburg	0.26	13000	G	98%	1%	0%	0%	0%	0%	F	0.089	0.510	14000	G
~	To From		Progress St				$\neg$ $\vdash$								
Bus 460 Main St	Town of Blacksburg	0.17	16000	G	98%	1%	0%	0%	0%	0%	F	0.086	0.505	17000	G
~ <i></i>	То	р	rices Fork R												
Bus 160 (Main St	Town of Blacksburg	0.53	17000	G	98%	1%	0%	0%	0%	0%	F	0.082	0.523	18000	G
160 Wall Ot	Tol.			<u> </u>	30 70	1 /0	——————————————————————————————————————	0 /0	0 70	0 70	•	0.002	0.020	10000	O
Bus	From		Roanoke St		000/	40/	20/	00/	00/	00/	_	0.000	0.504	10000	_
Main St	Town of Blacksburg	0.19	17000	G	98%	1%	0%	0%	0%	0%	F	0.083	0.504	18000	G
Bus	To: From:		Clay St												
Main St	Town of Blacksburg	0.53	19000	G	98%	1%	0%	0%	0%	0%	F	0.092	0.522	20000	G
Bus	To From:		Upland Rd												
Main St	Town of Blacksburg	1.00	20000	G	98%	1%	0%	0%	0%	0%	F	0.094	0.522	21000	G
Bus	To: From		Ellett Rd												
Main St	Town of Blacksburg	1.43	21000	G	98%	1%	0%	0%	0%	0%	С	0.1	0.504	23000	G
<i>~</i>	Tα:	US 46	0; SCL Blac	kburg											
Bus	From:		US 460												
67) Front St	Town of Richlands	0.27	13000	G	98%	0%	0%	1%	1%	0%	С	0.082	0.518	14000	G
Bus	To: From:		US 460 P, 21												
Front St	Town of Richlands	0.58	6300	G	98%	0%	0%	1%	1%	0%	F	0.082	0.539		G
~ ~	Combined Traffic Estimates for 2 Parallel Roadways on this			G	98%	0%	1%	1%	1%	0%	F	0.084	F 0.786	14000	G
Bus	To: From:	SR 6	7 P Railroad	Ave											
60 67 Front St	Town of Richlands	0.04	5600	G	99%	0%	1%	0%	0%	0%	F	0.089		6000	G
~ 0	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	9600	N	98%	0%	1%	1%	0%	0%	N	NA		10000	Ν
Bus	To From:	SR	67 Norfolk	St											
Front St	Town of Richlands	0.18	3700	G	99%	0%	1%	0%	0%	0%	F	0.088		4000	G
~	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	6800	G	99%	0%	1%	0%	0%	0%	F	0.090	F 0.549	7300	G
Bus	To: From	Bus	US 460 P 2n	nd St											
Front St	Town of Richlands	0.92	6400	G	99%	0%	1%	0%	0%	0%	С	0.096	0.54	6800	G
<u></u>	To:	W	CL Cedar Bl	uff											

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

<b>5</b> .									Tru	ck			K	011	Dir		
Route	Jurisdictio	in Le	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus 460 E Cedar Valley Rd	From: Town of Cedar Bluff	(Maint: 02)	EC 2.25	CL Richlands	s G	99%	0%	1%	0%	0%	0%	_	0.085		0.523	4500	G
160 E Cedar Valley Rd	Town of Gedar Bluit	(Mairit. 92)	2.25	US 460	G	99%	0%	1%	0%	0%	0%	Г	0.085		0.523	4500	G
us	From:		Rus I	US 460 Fron	nt St												
60 $67$ 2nd St	Town of Richl	ands (	0.57	6900	G	99%	0%	1%	0%	0%	0%	F	0.087			7400	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	13000	G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.786	14000	C
	To:		SR 6	7 Railroad A	Ave			_									
(67) $(67)$ 2nd St	Town of Richl	ands (	0.05	4000	N	96%	0%	1%	3%	1%	0%	N	0.095		0.664	4200	1
67 67 2nd St	Combined Traffic Estimates for 2 Parallel			9600	N	98%	0%	1%	1%	0%	0%	N	NA		0.00	10000	ĺ
	To	, 		67 Norfolk S	St												
IS 2nd St	Town of Richl	ande (	0.25	3100	G	99%	0%	1%	0%	0%	0%	С	0.090			3300	(
2nd St	Combined Traffic Estimates for 2 Parallel		-	6800	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.55	7300	,
	To:	Trought on time 1.		US 460 Fron		0070	0,0		0,0	0,0	0,70	•	0.000	•	0.00		
JS	From:		US 460	) West of Par	mplin												
Pamplin Rd	Appomattox C	ounty	0.42	2200	G	91%	0%	1%	1%	6%	0%	С	0.096		0.596	2200	(
ر _ہ ۔ 	To: From:		WCl	L Pamplin C	City												
us 60 (Pamplin Rd	Town of Pamplin City	v (Maint: 06)	0.46	2200	N	91%	0%	1%	1%	6%	0%	N	0.096		0.596	2200	
00). ap	то.			omas Jeffers					. , 0	0,0	0,70		0.000		0.000		
JS Damarilla Dd	From:				_		00/	40/	40/	00/	00/	_	0.400		0.500	4700	
Pamplin Rd	Town of Pamplin City	, ,	0.25	1600 dward Count	G ty Line	91%	0%	1%	1%	6%	0%	F	0.102		0.508	1700	(
JS	From:			attox County	_												
Pamplin Rd	Town of Pamplin City	y (Maint: 73)	0.21	1400	G	93%	0%	1%	1%	4%	0%	С	0.089		0.504	1500	(
JS	To: From:		ECI	L Pamplin Ci	ity												
us 60	Prince Edward	County	1.43	1400	N	93%	0%	1%	1%	4%	0%	Ν	0.089		0.504	1500	ı
<u> </u>	Τα		US 460	0 East of Par	mplin												
us	From:		US 460	West of Lyne	chburg												
Timberlake Rd	Campbell Co	unty	1.94	16000	Α	98%	0%	0%	0%	1%	0%	С	0.1		0.524	17000	,
us	To: From:		15-62	22 Waterlick	Rd												
Timberlake Rd	Campbell Co	unty	1.24	29000	G	98%	0%	0%	0%	1%	0%	F	0.1		0.524	30000	(
20)	To:	·	15-73	9 Greenview	v Dr												
us Timborloko Pd	Comphall Co	unty /				98%	0%	0%	0%	10/	0%	F	0.000		0.525	24000	(
Timberlake Rd	Campbell Co	urity	0.14	32000	G	96%	0%	U% ——	0%	1%	0%	Г	0.080		0.525	34000	,
ıs	To: From:		15-1	520 Laxton	Rd												
Timberlake Rd	Campbell Co	unty	0.04	32000	N	98%	0%	0%	0%	1%	0%	Ν	0.084		0.526	33000	ı
us	To: From:		WC	CL Lynchbur	rg												
Timberlake Rd	City of Lynch	burg (	0.62	32000	G	98%	0%	0%	0%	1%	0%	F	0.084		0.526	33000	(
	To:	J		Graves Mill													

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

							Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
Bus	From:	Old	Graves Mill Rd											
Timberlake Rd	City of Lynchburg	1.14	26000 G	98%	0%	0%	0%	1%	0%	F	0.082	0.521	27000	G
P	To: From:	]	Leesville Rd											
Bus 460 Timberlake Rd	City of Lynchburg	0.37	34000 G	98%	0%	0%	0%	1%	0%	F	0.085	0.577	36000	G
460	only or Eyrionizing				070		0,0	1 /0	0,0	•	0.000	0.077	00000	Ğ
Bus	From:	US 501 L	ynchburg Express											
Fort Ave	City of Lynchburg	1.15	19000 G	98%	0%	0%	0%	1%	0%	F	0.087	0.557	19000	G
Bus	To: From:	Bus	US 29 Wards Rd Wards Rd											
160 (163) Fort Ave	City of Lynchburg	1.19	22000 G	98%	0%	1%	0%	0%	0%	С	0.083	0.536	23000	G
160 (163) 1 517 110	To:		Iemorial Ave	0070	070		0,0	070	0 70	Ŭ	0.000	0.000	20000	·
Bus	From:		S 29 Memorial Av											
Fort Ave	City of Lynchburg	0.57	8400 G	98%	0%	0%	0%	1%	0%	F	0.083	0.549	8800	G
	To- From:	US	221 Oakley Ave											
Bus 460 (221) Fort Ave	City of Lynchburg	0.42	9400 G	97%	1%	1%	1%	1%	0%	С	0.082	0.506	10000	G
160 (221) 1 61(7)	Oity of Eyrioniburg			01 70	170	1 70	1 /0	1 /0	070	Ü	0.002	0.000	10000	
Bus	From:	118	-6029 Fort Ave											
160 (221 12th St	City of Lynchburg	0.25	9300 G	97%	1%	1%	1%	1%	0%	F	0.085	0.504	9900	C
~~	To	Bus US	501 Campbell A	ve .		_								
Bus Bus 460 (221 (501 )12th St	City of Lynchburg	0.18	8900 G	96%	1%	1%	1%	1%	0%	F	0.09	0.564	9400	c
460 (221)(501) 12th St	To:	0.10	Kemper St	30 78	1 /0	170	1 /0	1 /0	0 70	•	0.05	0.504	3400	
Bus Bus	From:		12th Street											
460 (221) 501 Kemper St	City of Lynchburg	0.41	10000 G	96%	1%	1%	1%	1%	0%	С	0.081	0.552	11000	(
	To:		Lynchburg Expre											
Bus Bus 460 (501 Kemper St	City of Lynchburg	0.34	nchburg Express 8900 G		0%	1%	1%	1%	0%	F	0.096	0.589	9400	(
160 (501) Kemper St	Tax		Campbell Ave	91 /6	0 /6	1 /0	1 /0	1 /0	0 /6	•	0.090	0.569	3400	
Bus Bus	From:		Kemper St											
460 501 Campbell Ave	City of Lynchburg	0.88	18000 G	97%	0%	1%	1%	1%	0%	С	0.092	0.629	19000	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To	N	Mayflower Dr											
Bus Bus 460 (501 Campbell Ave	City of Lynchburg	0.48	17000 G	97%	0%	1%	1%	1%	0%	F	0.092	0.616	18000	G
(501) Campbell Ave	City of Lynchburg			97%	0%	1 70	1 70	1 70	0%	Г	0.092	0.016	10000	
Bus Bus	To: From:		Florida Ave											
460 (501 Campbell Ave	City of Lynchburg	0.14	20000 G	97%	0%	1%	1%	1%	0%	F	0.092	0.618	21000	C
<i></i>	To:		S 501 Richmond	Hwy										
Bus Comphell Ave	City of Lynchhyse		Bus US 501	97%	00/	10/	00/	20/	00/	NI	0.106	0.605	12000	
Campbell Ave	City of Lynchburg	0.15	12000 N S 29, US 460	91%	0%	1%	0%	2%	0%	N	0.106	0.685	13000	١
Bus 100 (100 Ramp	Prince Edward County	US 460 0.35	Prince Edward H	-	0 110 44	60 for di	rectional	traffic	volumo :	actim	atae for ti	nis segment.		
460 (460) Ramp	Finice Edward County	0.35	US 15 Par	366	US 41	00 101 al	ectional	u anic v	volullie (Sound	מופט וטו נו	iis segineill.		

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

				4	_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
tus 60 (15) Sheppards Rd	Prince Edward County		x 600 G	88%	1%	1%	1%	9%	1%	F	0.088	0.617	5800	G
60 (15) Sheppards Rd	Tax		x G	00%	170	1%	170	9%	170	Г	0.088	0.617	5600	Ċ
us Bus	From:		Bus US 15											
60 (15)	Prince Edward County		100 A	97%	0%	1%	1%	1%	0%	С	0.109	0.543	6900	F
Bus Bus	To: From:		-695 CL Farmville											
60 \ 15 \ Third St	Town of Farmville		000 G	97%	0%	1%	1%	1%	0%	F	0.084	0.612	7500	(
\rightarrow	To	Industria	l Park Rd											
us Bus	From:			070/	00/	10/	00/	10/	00/	0	0.000	0.504	10000	,
60 15 Third St	Town of Farmville		800 G 5 BUS	97%	0%	1%	0%	1%	0%	С	0.092	0.531	10000	(
us	From:		15; Oak St											
Third St	Town of Farmville	0.67 69	000 G	97%	1%	1%	1%	1%	0%	F	0.088	0.503	7400	(
~ <u></u>	To: From:	SR 45;	Main St			_								
us 60 3rd St	Town of Farmville	0.17 91	00 G	97%	0%	1%	1%	1%	0%	С	0.083	0.517	9700	(
50)	To						. , 0	. , 0	0 / 0	Ū	0.000	0.0	0.00	
us	From:		inia St											
3rd St	Town of Farmville	1.22 82	200 G	97%	0%	1%	1%	1%	0%	F	0.089	0.54	8800	(
us	To: From:	Milnw	ood Rd											
3rd St	Town of Farmville	0.89 78	800 G	97%	0%	1%	0%	1%	0%	F	0.097	0.558	8300	(
~	To	ECL F	armville											
us 60 E 3rd St	Prince Edward County		800 G	97%	0%	1%	0%	1%	0%	С	0.094	0.583	7500	(
60 L 314 31	Ta:		460	31 /6	0 76	1 /8	0 /6	1 /0	0 /6	O	0.034	0.565	7300	`
JS .	From:		US 460											_
60 Airport St	Dinwiddie County		800 G	98%	0%	1%	1%	0%	0%	F	0.094	0.562	9400	(
~ <i></i>	To:		ton Plank Rd											
us 30 (1) Boydton Plank Rd	Pipuiddia County	US 1 P 1.69 14 0	lank Rd 000 G	95%	1%	1%	2%	1%	0%	F	0.007	0.603	15000	(
Boydton Plank Rd	Dinwiddie County			95%	170	170	270	170	0%	Г	0.087	0.603	15000	,
us	To: From:	I-85 SW of	f Petersburg											
60 (1) Boydton Plank Rd	Dinwiddie County	1.23 15 0	000 G	98%	0%	1%	1%	0%	0%	F	0.092	0.528	15000	(
us	To: From:	SR 226	Cox Rd											
05 60 (1)	Dinwiddie County	0.45 12 0	000 A	98%	0%	1%	1%	0%	0%	С	0.104	0.558	12000	,
	To		etersburg						• , •					
us	From			0051	0-1		4.57	051	001	_	0.655		10000	
60 1 Washington St	City of Petersburg	0.40 130	000 G	98%	0%	1%	1%	0%	0%	F	0.093	0.537	13000	(
us	To: From:	Sum	mit St											
60 1 Washington St	City of Petersburg	0.18 13	000 G	98%	0%	1%	1%	0%	0%	F	0.091	0.518	13000	(
	Tor	Elr	n St											

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

									Tru	ıck			K		Dir		
Route	Juris	diction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
Bus		From:		Elm St													
460 1 Washington St	City of F	Petersburg	0.57	17000	G	97%	1%	1%	1%	1%	0%	F	0.08		0.548	18000	G
		To:	US	1 Par; Wytl	he St												
Bus		From:	US 1 Par, Was														
460 1 Wythe St	,	Petersburg	1.08	8200	G	97%	1%	1%	1%	1%	0%	С	0.090			8800	G
\hookrightarrow	Combined Traffic Estimates for 2 Pa	rallel Roadways	on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	20000	G
_		To		Perry St													
Bus 460 1 Wythe St	City of F	Petersburg	0.15	11000	_	97%	1%	10/	10/	10/	00/	_	0.000			10000	_
460 { 1 } Wythe St	-	-		11000	G			1%	1%	1%	0%		0.093	_	0.500	12000	G
	Combined Traffic Estimates for 2 Pa	rallel Roadways	on this Route:	22000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.508	23000	G
Bus		To: From:	SF	R 36 Marke	t St												
460 (1) (36) Wythe St	City of F	Petersburg	0.20	11000	G	97%	1%	1%	1%	1%	0%	F	0.095			12000	G
460 (1) (36) 117 118 31	Combined Traffic Estimates for Pa	J		NA	•	0.70	. , 0	. , 0	. , 0	. , 0	0 / 0	•	NA			NA	•
	Combined Traine Estimates for Fa	ialici rioadways											INA			INA	
Bus ALT		From:	ALT U	S 301 Syca	more St												
460 (1) (301) (36) Wyth	e St City of F	Petersburg	0.20	16000	G	97%	1%	1%	1%	1%	0%	F	0.088			17000	G
	Combined Traffic Estimates for Pa	rallel Roadways	on this Route:	NA									NA			NA	
		To:		3 1 Jefferson	- C4												
Bus		From:															
(36) Wythe St	,	Petersburg	0.20	18000	G	98%	1%	1%	0%	1%	0%	С	0.085			20000	G
\bigcirc	Combined Traffic Estimates for 2 Pa	rallel Roadways	on this Route:	38000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	40000	G
_		To		I-85, I-95													
Bus 460 (36) Wythe St	City of F	Potorobura	0.30		_	98%	1%	10/	00/	10/	00/	_	0.076			12000	_
(460) (36) Wythe St	•	Petersburg		12000	G			1%	0%	1%	0%	_	0.076	_	0.044	13000	G
	Combined Traffic Estimates for 2 Pa	rallel Roadways			G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	30000	G
Bus		From:		US 301 C1													
460 301 Crater Rd	City of F	Petersburg	0.98	12000	G	99%	0%	1%	0%	0%	0%	С	0.081		0.524	13000	G
460 (301) erater ria	Combined Traffic Estimates for Pa	-		NA	•	00,0	0,0	. , 0	0,0	0 / 0	0 / 0	Ū	0.087	F	0.507	NA	•
	Combined Traine Estimates for Fa	To:		ce Jurisdict	ion Char	ge							0.007	•	0.507	INA	
Bus		From:	I-95; BUS U														
460 301 Crater Rd	City of Peters	burg (Maint: 26)	0.09	12000	N	99%	0%	1%	0%	0%	0%	Ν	0.081		0.524	13000	Ν
		To:	US	301 Crater	Rd												
Bus		From:		US 301													
(460)(301) Ramp US 301 S	o I-95 S at Exit ??? City of Peters	burg (Maint: 74)	0.20			See	US 30	1 for dir	ectional	traffic v	olume o	estima	ates for th	nis se	gment.		
D.:-		To: From:		-95 CD Roafrom US 30													
Bus 460 (95) (460 Ramp from	L-85 N to L-95 S City of Peters	burg (Maint: 74)	0.18	110111 US 30	71 South	54	ا مو	for direc	rtional tr	affic vo	luma as	timat	es for this	e can	ment		
460 95 460 Ramp from	TOSTA TO TOSTO	burg (Maint: 74)					CC 1 33	ioi direc	olionai ti	anic vo	iuiiic cs	uman	23 101 11113	, acgi	non.		
Bus		From:	Ramp	from US 30	1North												
460 (95) (460) Ramp from	I-85 N to I-95 S City of Peters	burg (Maint: 74)	0.27			Se	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
		To:		Bus US 46	00												
Bus	-	From:	CE	US 460 Exi	t 6A	•			•		•		_		_		
460 Ramp	City of Peters	burg (Maint: 26)	0.24	5900	G								0.109			5900	G
400)	2.1, 3.1 01010	То:		US 460 Exi												- 300	-
			CE	03 400 EXI	ıuc												

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

Route	Jurisdictio	on Le	ength A	ADT	QA	4Tire	Bus		Tri le 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:		CEUS 4	460 Exit 6	6C			2/()	e staxie	TITAII	ZIIali		i actor		1 actor		
Ramp	City of Petersburg	(Maint: 26)).27 4	400	G								0.101			4400	G
~	To:		I-9:	5 South													
Bus	From:		0-P002B C			3 FROM											
Ramp	City of Petersburg			3600	G								0.112			8600	G
~	To:	I-95-N FROI				INGTON	&										
Bus	From:	(Mailester 00)		460 Exit 6									0.444			0000	_
Ramp	City of Petersburg	(Maint: 26) (5 South	G								0.114			3300	G
	Pro-																
Bus Ramp	Dinwiddie Co		CEUS 460 0.19 7	700 RT 8	35 NB G								0.096			7700	G
460 (460) Ramp	To:	Junty	I-85-N FI										0.000			7700	
Bus	From:	CEUS 460	TO RTS 8			IROLIND											_
Ramp	City of Petersburg			3500	G	шоспо							0.094			3500	G
	To:	CEUS 460-P0	02A TO R	TS 85 & 9	95 SOI	JTHBOU!	ND										
Bus	From:	CH	EUS 460 TO	O RT 95 1	NORT	Н											
Ramp	City of Petersburg	(Maint: 74)).20 1 :	2000	G								0.097			12000	C
~	To:	CEUS 4	60-P002B	CEUS 46	60- 6B	FROM											
Bus ~~	From:		S 1 Wythe														
460 کر کے Washington St	City of Peters	-	_	0000	G	97%	1%	1%	1%	1%	0%	F	0.096			11000	G
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this R	oute: 19	9000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.579	20000	G
Bus	To: From:		123-90	25 West	St												
Washington St	City of Peters	sburg (0.40	600	G	97%	1%	1%	1%	1%	0%	F	0.090			10000	G
180 (1)	Combined Traffic Estimates for 2 Parallel	Roadways on this R	oute: 1 8	8000	G	97%	1%	1%	1%	1%	0%	F	NA			19000	G
	To:		123-90	29 South	St												
Bus 160 1 Washington St	City of Peters	Abura (97%	1%	1%	10/	10/	00/	0	0.007			11000	_
Washington St	City of Feters Combined Traffic Estimates for 2 Parallel	-		0000	G G	97%	1%	1%		1% 1%	0% 0%	C F	0.087 NA			11000 23000	G
	Combined Trainc Estimates for 2 Parallel	noadways on this n			G	31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	•	INA			23000	C
Bus	To: From:		Gua	rantee St													
Washington St	City of Peters	-		2000	G	97%	1%	1%	1%	1%	0%	F	0.094			13000	G
÷ • •	Combined Traffic Estimates for 2 Parallel	Roadways on this R			G	97%	1%	1%	1%	1%	0%	F	NA			25000	G
).ue	To: From:	,	North US 1 Par; S	Market S													
Bus 160 (36) Washington St	City of Peters			3000	rket St G	97%	1%	1%	1%	1%	0%	С	0.093			14000	G
Washington St	Combined Traffic Estimates for 2 Parallel	0			G	97%	1%	1%		1%	0%	F	NA			26000	G
	To To						. , •		. , ,	. , •							
Bus ALT	From:		LT US 301									_					
(301) (36) Washington		-		8000	G	97%	1%	1%		1%	0%	F	0.089			20000	G
~ ~ ~	Combined Traffic Estimates for 2 Parallel			4000	G	97%	1%	1%	1%	1%	0%	F	NA			37000	G
	To:	I I	ALT US 30	1 Par, Ad	lams St												

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

Devite	li.a di asia		AADT		4T:	Dua		Tru	ıck		00	K	OK	Dir	4 4 14/DT	- 014
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus ALT Washington	From:		301 Par, A		97%	10/	10/	10/	10/	00/	_	0.079			10000	0
4 _β 0 301 36 Washington	St City of Peters Combined Traffic Estimates for 2 Parallel	O .	17000	G	97% 97%	1% 1%	1%	1%	1%	0%	F				18000	G G
	Combined Trainic Estimates for 2 Parallel			G	97%	170	1%	1%	1%	0%	Г	NA			35000	G
Bus	From:		S 1 Jeffersor	ı St												
(60) (36) Washington St	City of Peters	0	19000	G	95%	1%	1%	1%	2%	0%	F	0.079			20000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	40000	G
ius	To: From:		I-95													
(36) Washington St	City of Peters	burg 0.24	15000	G	95%	1%	1%	1%	2%	0%	С	0.101			16000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.646	30000	G
	To:	US	301 Crater	Rd												
60 301 Crater Rd	City of Peters	sburg 0.10	8400	G	99%	0%	1%	0%	0%	0%	F	0.087		0.541	9000	G
80 (301) 3 4 4 4 4	Combined Traffic Estimates for Parallel	•	NA	-			. , ,	- , -	- , -		•	0.09	F	0.559	NA	
	To	-	US US 460	Wytho S	2¢											
Ouston Del	From:	· · · · · · · · · · · · · · · · · · ·				0%	10/	00/	0%	00/	_	0.001		0.504	10000	,
60 301 Crater Rd	City of Peters	-	12000	G	99%	0%	1%	0%	0%	0%	С	0.081	F	0.524	13000 NA	(
	Combined Traffic Estimates for Parallel $_{_{\mathrm{T}\alpha}}$	•	NA ce Jurisdicti	ion Chan	ige							0.087	Г	0.507	INA	
us	From:		301 Crater		igo											
Winfield Rd	City of Peters	•	1500	G	96%	1%	1%	0%	1%	0%	С	0.094		0.959	1600	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2300	G	97%	1%	1%	0%	1%	0%	F	NA			2400	(
us	To: From:	State Ma	aintenance I	Boundary	7											
Winfield Rd	City of Petersburg	(Maint: 26) 0.09	1500	G	96%	1%	1%	0%	1%	0%	С	0.094		0.959	1600	(
Bo)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2300	G	97%	1%	1%	0%	1%	0%	F	NA			2400	(
	To:	US	460 County	Rd												
us 	From:	CEUS 460-P TO I			HBOUND)										
ρ̃0 Ramp	City of Petersburg	,	4400	G								0.094			4400	(
~	10:	CEUS 460-E006A T			JTHBOUI	ND										
gus 60 Ramp	City of Petersburg	(Maint: 74) 0.08	CEUS 460 2800	G								0.116			2800	(
60 (Hallip	City of Fetersburg	CEUS 460-E00			FROM							0.110			2000	•
us	From:		M Bus 460													
Ramp	Dinwiddie Co	ounty 0.27	1500	G								0.132			1500	(
	To:		I-85													
us	From:	SR 26, U	S 460 Richn	nond Hw	/y											
60 Confederate Blvd	Appomattox C	ounty 0.25	13000	G	98%	0%	1%	1%	1%	0%	С	0.089		0.53	13000	(
	To: From:	WO	CL Appoma	ttox												
Bus 60 Pamplin Rd	Town of Appomattox	(Maint: 06) 0.03	13000	N	98%	0%	1%	1%	1%	0%	N	0.089		0.53	13000	1
00)	10WII OI / Ippolilatto/		. 5555	SR 131	00/0	0 /0	. /0	. /0	. /0	0 /0	. •	0.000		0.00	. 5000	

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
us	From:		ppomattox, S													
Pamplin Rd	Town of Appomattox (Ma	aint: 06) 0.07	13000	N	98%	0%	1%	1%	1%	0%	N	0.089		0.53	13000	
us	To: From:	SR	131; 06-101	2,												
Confederate Blvd	Town of Appomattox (Ma	aint: 06) 0.71	8200	G	99%	0%	1%	0%	1%	0%	F	0.089		0.53	8400	
us	To: From:	SR 131 (Old Courtho	use Rd												
60 Confederate Blvd	Town of Appomattox (Ma	aint: 06) 0.47	3800	G	99%	0%	1%	0%	1%	0%	С	0.089		0.565	3900	
us	To From:	ECI	L Appomatto	OX												
Pamplin Rd	Appomattox Count	ty 0.58	3800	N	99%	0%	1%	0%	1%	0%	Ν	0.089		0.565	3900	
٠ (څر	To:		0 Richmond	Hwy												
th	From:		I-64													_
54	City of Chesapeake (Ma		28000	F	95%	0%	1%	1%	2%	0%	F	0.122			32000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	56000	G	95%	0%	1%	1%	2%	0%	F	0.091	F	0.746	64000	
th	To: From:	US 1	3 Military H	Iwy												_
54)	City of Chesapeake (Ma	int: 64) 1.06	26000	F	95%	0%	1%	1%	2%	0%	F	0.125			29000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	51000	F	95%	0%	1%	1%	2%	0%	F	0.085	F	0.775	59000	
th	To: From:	F	reeman Ave													_
4)	City of Chesapeake (Ma	int: 64) 1.89	24000	Α	95%	0%	1%	1%	2%	0%	С	0.153			28000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	48000	Α	95%	0%	1%	1%	2%	0%	С	0.110	Α	0.7	55000	
th	To From:	SR 33	37 Poindexte	er St												_
rth 4	City of Chesapeake (Ma	int: 64) 0.76	26000	G	95%	0%	1%	1%	2%	0%	F	0.118			30000	
	Combined Traffic Estimates for 2 Parallel Roa	,	47000	G	95%	0%	1%	1%	2%	0%	F	0.081	F	8.0	53000	
	To Eron	S	CL Norfolk				_									
rth	City of Norfolk (Maint	: 64) 0.41	26000	G	95%	0%	1%	1%	2%	0%	F	0.118			30000	
14)	Combined Traffic Estimates for 2 Parallel Roa	,		G	95%	0%	1%	1%	2%	0%	F	0.081	F	0.8	53000	
	To		Main Street													
rth	City of Norfolk (Maint		25000	G	95%	0%	1%	1%	2%	0%	F	0.114			28000	
54)	Combined Traffic Estimates for 2 Parallel Roa	,		G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	54000	
	To-	awayo on the riodio.	SR 337		0070	0 70		1 70	270	070		0.000	•	0.770	0.000	
th	From:	0.10			050/	00/		10/	00/	00/		0.1.1.1			00000	
4 337	City of Norfolk (Maint Combined Traffic Estimates for 2 Parallel Roa	,	25000	N	95%	0% 0%	1%	1%	2%	0% 0%	N	0.114	F	0.770	28000 54000	
	Tallic Estimates for 2 Parallel Roa	luways on this noute:	I-264	N	95%	υ%	1%	1%	2%	0%	N	0.080	Г	0.779	54000	
th	From:	I-464-1	N TO I-64 E	EAST												_
64) (17) Ramp	City of Virginia Beach (M		9500	G								0.120			9500	
	To:		OM RT 464	NORT	Н											

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Truck	-		QC	K Factor	QK	Dir Factor	AAWDT	Q'
lorth	From:		64-N TO RT	13												
Ramp	City of Chesapeake (Maint: 6	(4) 0.18	7100	F								0.09			7100	F
<u> </u>	Tα	US 13 US 13-	36B TO AN	D FRC	OM RT											
orth	From:	I-464-N TO	FREEMAN	AVEN	NUE											
Ramp	City of Chesapeake (Maint: 6	(4) 0.10	4300	F			<u>_</u>					0.082			4300	
	Тα	131-8598; 131-8	8598- B FRO	M AN	ID TO R											
orth	From:	I-46	4-N TO RT 3	337												
64)Ramp	City of Chesapeake (Maint: 6	(4) 0.23	2100	G								0.111			2100	
	Tα	SR 33	37 FROM RT	464												
orth	From:	I-46	4-N TO RT 3	337												
Ramp	City of Chesapeake (Maint: 6	(4) 0.10	720	G								0.184			720	
9	To:	SR	337 TO RT 4	164												
orth	From:		I-464 North													
Ramp	City of Norfolk (Maint: 64)	0.12	28000	F	93%	0%	1%	3%	2% (%	F	0.111			30000	
9	Τα		SR 337													
orth	From:	I-464-N TO ROUT	E 264 WEST	& BE	ERKLEY S	T										
Ramp	City of Norfolk (Maint: 64)	0.13	NA									NA			NA	
<u> </u>	To:	SR 337-N025A	STATE ST	@ ROU	UTE 337											
orth	From:	I-464-N006A	TO ROUTE	E 264 V	WEST											
Ramp	City of Norfolk (Maint: 64)	0.04	NA									NA			NA	
	To	SD 337 NO	25A FROM S	STATE	FCT											
lorth	From:			JIAIL	2.51											
Ramp	City of Norfolk (Maint: 64)	80.0	NA									NA			NA	
orth	To: From:	I-464-N006T INS	PECTION S'	TATIC	ON ROAD											
Ramp	City of Norfolk (Maint: 64)	0.25	NA									NA			NA	
104)	To:	I-264-W FRC		464 NC	ORTH											
orth	From:	I-464-N006B INS	PECTION S	TATIC	ON ROAD											
Ramp	City of Norfolk (Maint: 64)	0.07	NA	171110	JIV KOMD							NA			NA	
.04)	Τα		ATE STREE	ET												
outh	From:		I-64													
164)	City of Chesapeake (Maint: 6	(4) 1.32	28000	G	95%	0%	1%	1%	2% (%	F	0.111			32000	
104)	Combined Traffic Estimates for 2 Parallel Roadway	•		G	95%	0%	1%			%	F	0.091	F	0.746	64000	
	- Tamo Estimates for 21 aranor readway				0070	0 70	1 70	1 /0	270	70	•	0.001	•	0.740	04000	
outh	To: From:		13 Military H	lwy												
64)	City of Chesapeake (Maint: 6	0.84	26000	F	95%	0%	1%	1%	2% (%	F	0.115			30000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	51000	F	95%	0%	1%	1%	2% (%	F	0.085	F	0.775	59000	
	Τα	Fn	eeman Avenu	ıe												
outh	From:				050/	00/	40/	40/	00/	0/	_	0.457			07000	
164	City of Chesapeake (Maint: 6	•	23000	Α	95%	0%	1%			%	С	0.157	_		27000	
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadway			Α	95%	0%	1%	1%	2% (%	С	0.110	Α	0.7	55000	
	To	C	ollector Road	1												

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

							_		Tru	ck			K	011	Dir		٥.,
Route	Jurisdiction	n 	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South	From:	(1.1.1.2.0)		ollector Roa								_					_
164	City of Chesapeake	,	0.43	20000	F	95%	0%	1%	1%	2%	0%	F -	0.136	_		23000	-
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	47000	G	95%	0%	1%	1%	2%	0%	F	0.081	F	8.0	53000	G
outh	To: From:		S	CL Norfolk	ζ.												
464)	City of Norfolk (M	aint: 64)	0.36	20000	F	95%	0%	1%	1%	2%	0%	F	0.136			23000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	47000	G	95%	0%	1%	1%	2%	0%	F	0.081	F	8.0	53000	(
	To:		1	Main Street													
outh 164	City of Norfolk (M	laint: 64)	0.87	23000	G	95%	0%	1%	1%	2%	0%	F	0.105			26000	(
104)	Combined Traffic Estimates for 2 Parallel	,		47000	G	95%	0%	1%	1%	2%	0%	F	0.080	F	0.779	54000	(
	To:	- iouarrays on ame		I-264		0070	0,0		. , 0	_,,	0,0	•	0.000	•	00	0.000	
outh	From:		SR 10-	4 TO I-64 V	WEST												
Ramp	City of Chesapeake	(Maint: 64)	0.22	8200	G								0.095			8200	(
<u> </u>	То:	I-6	64-W291X	FROM RT	464 SO	UTH											
outh	From:			S TO I-64 I													
Ramp	City of Chesapeake		0.36	4300	G								0.177			4300	(
<u> </u>	Τα			OM RT 464		H											
outh	From:	(Mainte C4)		4-S TO RT									0.110			F 400	
Ramp	City of Chesapeake		0.14 US 13 TO	5400	F	54							0.113			5400	
otla	From:			O FREEM													
outh 164)Ramp	City of Chesapeake	(Maint: 64)	0.13	3000	G G	;							0.117			3000	(
104) 1141119	To:	` '	8598; 131-8			ROM I							0.117			0000	
outh	From:	I-464-S00	04X TO RT	337 EAST	00- POI	NDEXTE	R										
Ramp	City of Chesapeake		0.11	NA									NA			NA	
<i></i>	То:	SR	R 337 FRO	M ROUTE	464 SO	UTH											
outh	From:		EG COLLE	ECTOR RD		POINDE	EX										
Ramp	City of Chesapeake	(Maint: 64)	0.16	4900	F								0.088			4900	
outh	To: From:	SR 337-W02	23A FROM	A ROUTE 3	337 WE	ST00- POI	IND										
Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
'	To		04A TO RT	227 EAST	00 POI	NDEVTE	D										
outh	From:				00- FOI	NDEATE	IX.										
Ramp	City of Chesapeake		0.09	NA									NA			NA	
outh	To: From:	SR 337-E0)23A FROM	4 RT 337 E	AST00-	POINDE	XT										
Ramp	City of Chesapeake		0.14	NA									NA			NA	
<u> </u>	То	I-464-S EI	ND COLLI	ECTOR RD	000- RT	337 POIN	ID										
~	From:		95-N051C I		C TO FA	AIRVI											
Ramp	Fairfax Cou	nty	0.08	NA									NA			NA	
<u> </u>	To: From:	I-495- 51	ID TO FAI	RVIEW PA	RK DR	IVE SOU	Т										
Ramp	Fairfax Cou	-	0.04	NA									NA			NA	
<u> </u>	To	29-6928-N	N000B FAI	RVIEW PA	ARK DR	IVE FRO	M										

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		True 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW
Ramp	From Fairfax Cour To	I-495- 51C TO FAI nty 0.06 FAIRVIEW PARK I	NA									NA			NA	
195 Ramp	Fairfax Cour	I-495- nty 0.14	N058B Gap T	Termi								NA			NA	
xpN 195)I-495 Express Lanes No	From: Promited the Promited Pr	South	End Express	Lanes A	97%	1%	1%	0%	0%	0%	С	0.241			14000	Α
	Combined Traffic Estimates for 4 Parallel F	•	229000 20 Braddock	A Rd	96%	1%	1%	1%	2%	0%	С	0.082	Α	0.558	247000	A
φS 95)I-495 Express Lanes So	outhbound	South	End Express	Lanes	98%	1%	1%	0%	0%	0%	С	0.223			12000	Α
	Combined Traffic Estimates for 4 Parallel F		229000 20 Braddock	A Rd	96%	1%	1%	1%	2%	0%	С	0.082	Α	0.558	247000	Α
orth 95)Capital Beltway	Form: Fairfax Cour	nty 3.34	I-95, I-395 102000	Α	96%	1%	1%	1%	2%	0%	С	0.073			107000	Α
	Combined Traffic Estimates for 4 Parallel F		229000 20 Braddock	A	96%	1%	1%	1%	2%	0%	С	0.082	Α	0.558	247000	A
orth 95 Capital Beltway	Fairfax Cour	nty 1.83	88000	G	96%	1%	1%	1%	2%	0%	F	0.073			94000	G
l- al-	Combined Traffic Estimates for 2 Parallel F		179000 6 Little River	Tpke	95%	1%	1%	1%	2%	0%	F	0.064	F	0.554	193000	G
lorth 495 Capital Beltway	Fairfax Cour Combined Traffic Estimates for 2 Parallel F	•	76000 170000	G G	96% 95%	1% 1%	1% 1%	1% 1%	2% 2%	0% 0%	F F	0.089 0.063	F	0.632	81000 182000	G G
lorth	Front		650 Gallows													_
Capital Beltway	Fairfax Cour Combined Traffic Estimates for 2 Parallel F	7	72000 171000	G G	96% 95%	1% 1%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.072 0.063	F	0.591	76000 183000	G G
orth 95) Capital Beltway	Fairfax Cour		0 Arlington I	Blvd G	96%	1%	1%	1%	2%	0%	F	0.066			111000	G
,	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:		G	95%	1%	1%	1%	2%	0%	F	0.066	F	0.511	210000	G
orth 95 Capital Beltway	Fairfax Cour	•	I-66 84000	G	96%	1%	1%	1%	2%	0%	F	0.073			90000	G
	Combined Traffic Estimates for 2 Parallel F	<u> </u>	177000 7 Leesburg P	G ike	95%	1%	1%	1%	2%	0%	F	0.066	F	0.513	190000	G
orth 195 Capital Beltway	Fairfax Cour	nty 0.42	85000	G	96%	1%	1%	1%	2%	0%	F	0.068	_	0.504	91000	G
_	Combined Traffic Estimates for 2 Parallel F		172000 3 Chain Bridg	G ge Rd	95%	1%	1%	1%	2%	0%	۲	0.065	F	0.521	184000	G

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

		Filliary an	ט ווונטוטנט	ate 110	uics											
Route	Jurisdiction	n Lenath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
North	From:		Chain Brid		000/	10/		10/	00/	00/	_	0.000			04000	_
495 Capital Beltway	Fairfax Cour	,	76000	G	96%	1%	1%	1%	2%	0%	-	0.069	_		81000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	162000	G	95%	1%	1%	1%	2%	0%	F	0.068	F	0.559	173000	G
North	To: From:	Dulles Access I	Rd; SR 267	Dulles 7	Γoll Rd											
(495) Capital Beltway	Fairfax Cour	nty 1.60	87000	F	96%	1%	1%	1%	2%	0%	F	0.092			87000	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	159000	F	95%	1%	1%	1%	2%	0%	F	0.083	В	0.519	164000	F
	то	SD 102	Georgetow	ın Dileo												
North	From:										_					_
495 Capital Beltway	Fairfax Cour	,	96000	F	96%	1%	1%	1%	2%	0%	F	0.097			100000	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	197000	F	95%	1%	1%	1%	2%	0%	F	0.084	Α	0.551	204000	F
North	To: From:	George Washi	ngton Mem	orial Pa	rkway											
(495) Capital Beltway	Fairfax Cour	nty 0.49	114000	F	96%	1%	1%	1%	2%	0%	F	0.085			115000	F
,	Combined Traffic Estimates for 2 Parallel I	-		F	95%	1%	1%	1%	2%	0%	F	0.081	Α	0.500	239000	F
	To:	Maryland Sta		tomac R												
North	From:		I-495 North													
(495)Ramp	Fairfax Cour		4900	F								0.109			4600	F
	To:	George Was	hington Mer	morial P	kwy											
North	From:]	I-495 North													
(495)I-495 Exit 44A	Fairfax Cour	nty 0.20	86000	F								0.086			86000	F
	To:	SR 193	Georgetow	n Pike												
North	From:	I-495-N TO RT 267	WEST00-	DULLE	S ACCES	SS										
(495)Ramp	Fairfax Cour	nty 0.23	NA				<u> </u>					NA			NA	
	Tα:	SR 267-W FROM RT	495 NORT	TH00- C.	APITAL I	3LT										
North	From:	I-495-N TO RT 123 I	NORTH00-	DOLLE	EY MADI	SO										
A95 Ramp	Fairfax Cour	,	NA									NA			NA	
$\overline{}$	To:	SR 123 FR	OM RT 49:	5 NORT	TH											
North	From:	I-495-N TO RT 123	SOUTH00-	DOLLE	Y MADI	SO										
(495)Ramp	Fairfax Cour	•	NA									NA			NA	
$\overline{}$	To:	SR 123 FR	OM RT 49:	5 NORT	TH											
North	From:	I-495 Capital			p NB											
495 Ramp From I-495 N to	o SR 7 E Fairfax Cour		5300	F								0.109			5300	F
<u> </u>	To:	SR 7 I	Leesburg Pil	ke EB												
North	From:	I-495 Capital			p NB											
495 Ramp From I-495 N to	o SR 7 W Fairfax Cour	,	21000	F								0.087			21000	F
	To:	SR 7 L	eesburg Pik	ke WB												
North	From:		I-495 N						-							
495 I-495 N Exit 48	Fairfax Cour	nty 0.12	NA									NA			NA	
North	To From:	I-495 N	Exit 48 A to	SR 7 E												
1-495 N Exit 48	Fairfax Cour	ntv 0.06	NA				_					NA			NA	
495). 100 II EXIL 40	Talliax Cour		p From SR	7 E								. 4/ 1			. */ `	
		Run	,mon													

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
North (495) I-495 N Exit 48	Fairfax County	Ramp From SR 7 E 0.17 NA		NA	NA
North (495) I-495 N Exit 48	Fairfax County	I-495 N Exit 48 B to SR 7 W 0.08 NA		NA	NA
North	Tallitax Goothly	Ramp From SR 7 W		14/1	
1-495 N Exit 48	Fairfax County	0.17 NA I-495 N	<u> </u>	NA	NA
North 495 Ramp	Fairfax County	I-495-N TO RT 66 WEST 0.48 NA I-495-N TO RT 66 WEST		NA	NA
North 495 Ramp	Fairfax County	1-495-N TO RT 66 EAST 0.24 NA 1-66-E FROM RT 495 NORTH	<u> </u>	NA	NA
North 495 Ramp	Fairfax County	I-495-N TO RT 66 WEST 0.24 NA I-66-W FROM RT 495 NORTH	<u> </u>	NA	NA
North 495 Ramp	Fairfax County	I-495 To US 50 EB 0.16 NA I-495-N051C TO FAIRVIEW PARK DRIVE		NA	NA
North 495 Ramp	Fairfax County	0.40 NA		NA	NA
North 495 Ramp	Fairfax County	FROM FAIR VIEW PARK DRIVE 0.07 NA US 50 FROM RT 495 NORTH		NA	NA
North 495 Ramp	Fairfax County	I-495-N051X TO RT 50 WEST00- ARLINGTON B 0.19 12000 F US 50 US 50-E076C TO & FROM RT 49		0.088	12000 F
North 495 Ramp	Fairfax County	I-495-N051A TO FAIRVIEW PARK DRIVE 0.11 NA I-495-S051C I-495- 51C TO FAIRVI		NA	NA
North (495) Ramp	Fairfax County	I-495-N BEGIN COLL RD TO RT 50-ARLINGTO 0.01 NA		NA	NA
North 495 Ramp	Fairfax County	29-650- 2A FROM RT 65000- GALLOWS ROAD 0.50 NA		NA	NA
North 495 Ramp	Fairfax County	1-495-N051A TO RT 50 EAST00- ARLINGTON B 0.13 NA		NA	NA
North 495 Ramp	Fairfax County	US 50-E076C FROM RT 50 EAST00- ARLINGTON 0.14 NA I-495-N051B TO RT 50 WEST00- ARLINGTON B		NA	NA

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

		Timary and interstate Houtes			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Factor Fa	Dir Ctor AAWDT QW
North 495 Ramp	Fourt Fairfax County To	I-495-N051B TO RT 50 WEST00- ARLINGTON B 0.04 NA I-495-N END COLL RD FROM RT 5000- ARLING		NA	NA
North 495 Ramp	Form: Fairfax County	I-495-N TO RT 65000- GALLOWS ROAD 0.19 NA		NA	NA
North 495)Ramp	From: Fairfax County	29-650; 29-650- 2A FROM & TO RT 49 I-495-N053X TO RT 236 EAST00- DUKE STREE 0.21 NA		NA	NA
North 495) Ramp	Fourt From Fairfax County	SR 236 FROM RT 495 NORTH I-495-N053X TO RT 236 WEST00- DUKE STREE 0.19 NA		NA	NA
North 495) Ramp	From: Fairfax County	SR 236 FROM RT 495 NORTH I-495-N BEGIN COLL ROAD TO RT 236 0.05 NA		NA	NA
North 495 Ramp	Fairfax County	I-495-N053A TO RT 236 EAST00- DUKE STREE 0.10 NA		NA	NA
North 495 Ramp	Fairfax County	SR 236-E006B FROM RT 236 EAST00- DUKE STR 0.10 NA		NA	NA
North 495 Ramp	Fairfax County	I-495-N053B TO RT 236 WEST00- DUKE STREE 0.07 NA	_	NA	NA
North 495 Ramp	Fairfax County	SR 236-W006B FROM RT 236 WEST00- DUKE STR 0.07 NA 1-495-N END COLL ROAD FROM RT 236	_	NA	NA
Jorth 495 Ramp	From: Fairfax County	I-495-N055X TO RT 620 EAST00- BRADDOCK R 0.19 NA 29-620 FROM RT 495 NORTH		NA	NA
lorth 195 Ramp	Fairfax County	I-495-N055X TO RT 620 WEST00- BRADDOCK R 0.23 4100 F 29-620 FROM RT 495 NORTH		0.087	4100 F
lorth 495 Ramp	From Fairfax County	I-495-N BEGIN COLL ROAD TO RT 620 0.19 NA		NA	NA
Jorth 495 Ramp	Fairfax County	I-495-N055A TO RT 620 EAST00- BRADDOCK R 0.08 NA		NA	NA
North 495 Ramp	Fairfax County	29-620-E017B FROM RT 620 EAST00- BRADDOCK 0.14 NA		NA	NA
North 495 Ramp	Fairfax County	1-495-N055B TO RT 620 WEST00- BRADDOCK R 0.08 NA 29-620-W017B FROM RT 620 WEST		NA	NA

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q'
lorth 195)Ramp	Front Fairfax Cour	29-620-W017	B FROM RT	Г 620 V	VEST							NA			NA	
95) (14.11)	Tα	I-495-N FRO		AD R	Г 620							1471				
orth	From:	I-49	5-N TO RT 6	544												
95 Ramp	Fairfax Cour	,	NA									NA			NA	
	100	I-395-S001A FRO				ł										
rth 95)Ramp	Fairfax Cour		p TO RT 395 NA	5 NOR	TH							NA			NA	
95). tap	Τα:		3 I-495- 58B	Gap T	ermi											
uth	From:		I-95, I-395													
5 Capital Beltway	Fairfax Cour	,	106000	Α	95%	1%	1%	1%	2%	0%	С	0.08			114000	
	Combined Traffic Estimates for 4 Parallel I	Roadways on this Route:	229000	Α	96%	1%	1%	1%	2%	0%	С	0.078	Α	0.719	247000	
th	To: From:	29-6	20 Braddock	Rd												
5)Capital Beltway	Fairfax Cour	nty 1.49	92000	G	95%	1%	1%	1%	2%	0%	F	0.072			99000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	179000	G	95%	1%	1%	1%	2%	0%	F	0.064	F	0.554	193000	
th	To: From:	SR 23	Little River	Tpke												
5)Capital Beltway	Fairfax Cour	nty 1.30	94000	G	95%	1%	1%	1%	2%	0%	F	0.074			101000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	170000	G	95%	1%	1%	1%	2%	0%	F	0.063	F	0.632	182000	
ıth	To: From:	29-0	550 Gallows l	Rd												
5)Capital Beltway	Fairfax Cour	nty 0.90	99000	G	95%	1%	1%	1%	2%	0%	F	0.065			107000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	171000	G	95%	1%	1%	1%	2%	0%	F	0.063	F	0.591	183000	
ıth	To- From:	US 5	0 Arlington E	Blvd												
5 Capital Beltway	Fairfax Cour	nty 1.24	92000	G	95%	1%	1%	1%	2%	0%	F	0.070			99000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	197000	G	95%	1%	1%	1%	2%	0%	F	0.066	F	0.511	210000	
. s lo	To: From:		I-66				\Box \vdash									
uth 5)Capital Beltway	Fairfax Cour	nty 1.95	93000	G	95%	1%	1%	1%	2%	0%	F	0.069			99000	
,,,,	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	177000	G	95%	1%	1%	1%	2%	0%	F	0.066	F	0.513	190000	
	To: From:	SR	7 Leesburg Pi	ike			\neg \vdash									
uth 5 Capital Beltway	Fairfax Cour	nty 0.65	87000	G	95%	1%	1%	1%	2%	0%	F	0.072			93000	
55)	Combined Traffic Estimates for 2 Parallel I	,		G	95%	1%	1%	1%	2%	0%	F	0.065	F	0.521	184000	
	Τα		3 Chain Bridg	e Rd												
ith 5)Capital Beltway	Fairfax Cour		86000	G	95%	1%	1%	1%	2%	0%	F	0.073			92000	
5 Supital Bollway	Combined Traffic Estimates for 2 Parallel I	•		G	95%	1%	1%	1%	2%	0%	, F	0.073	F	0.559	173000	
	To	Dulles Access														
uth 5)Capital Beltway	Fairfax Cour		72000	F	95%	1%	1%	1%	2%	00/	_	U U0E			76000	
95 Capital Bellway	Combined Traffic Estimates for 2 Parallel I	•		F	95% 95%	1% 1%	1%	1% 1%	2% 2%	0% 0%	F	0.085 0.081	В	0.533	164000	
	Taller I		Georgetowr		JJ /6	1 /0	1 /0	1 /0	<u>~</u> /0	U /0	'	0.001	ט	0.000	10-1000	

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

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		e 3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:		3 Georgetow													
(495) Capital Beltway	Fairfax County		101000		95%	1%	1%	1%	2%	0%	F	0.081			104000	F
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	197000	F	95%	1%	1%	1%	2%	0%	F	0.084	Α	0.551	204000	F
South	T _{cc} From:	George Wash	ington Mem	orial Pa	rkway											
(495) Capital Beltway	Fairfax County	0.48	120000	F	95%	1%	1%	1%	2%	0%	F	0.079			124000	F
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	234000	F	95%	1%	1%	1%	2%	0%	F	0.081	Α	0.500	239000	F
	To:	Maryland St	ate Line, Po	otomac R	liver											
South	From:	I-495-S043X TO GEO		HINGTO	ON MEM	ORI										
Ramp	Fairfax County	0.42	NA									NA			NA	
	100	I-495-N043A GEORC														
South	For:: Fairfax County	I-495-S BEGIN COL 0.22		W MEN	I PKWY &	& 1						NA			NA	
495 Ramp	r amax county											INA			INA	
South	From:	I-495-S043A TO GEO			ON MEM	ORI										
495 Ramp	Fairfax County	0.13	10000	F								0.134			12000	F
South	To: From:	29-99018-N000B FROM	GEORGE '	WASHI	NGTON I	MEMO										
(495)Ramp	Fairfax County	0.42	NA									NA			NA	
2 1	To:	I-495-S044A TO RT	19300- GEO	ORGETO	OWN PKV	WY										
South (495) Ramp	Fairfax County	0.01	NA									NA			NA	
495) 1 14111	To	I-495-S END COLL		ASHIN	GTON MI	EM									1471	
South	From:		I-495 South													
(495)Ramp	Fairfax County			F								0.129			12000	F
	To:	SR 193	3 Georgetow	vn Pike												
South	From:	I-495-S YO RT 26	7 EAST00- l	DULLE	S ACCES	S										
A95 Ramp	Fairfax County	0.24	NA									NA			NA	
	1α	SR 267-E FROM RT			APITAL B	LT										
South	From:		I-495 South	l											NIA	
495 Ramp	Fairfax County	0.19	NA SR 267 Wes									NA			NA	
OAl-	From:				W MADI	20										
South (495) Ramp	Fairfax County	I-495-S TO RT 123	NA	DOLLE	I MADI	50						NA			NA	
493)	To:		ROM RT 49	5 SOUT	Ή											
South	From:	I-495-S TO RT 123				SO										
(495)Ramp	Fairfax County	0.34	NA									NA			NA	
$\overline{}$	To:	SR 123 FI	ROM RT 49	5 SOUT	Н											
South	From	I-495-S048X TO R			BURG PI	K										
A95 Ramp	Fairfax County	0.20	4400	F								0.112			4400	F
<u> </u>	Tα	SR 7	Fr Rt 495 S	South												

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

		·		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir AAWDT QW Factor
South	From:	I-495-S048X TO RT 7 WEST00- LEESBURG PIK		
Ramp	Fairfax County	0.18 6100 F	0.139	6100 F
\smile	To:	SR 7 Fr Rt 495 South		
South	From:	I-495-S BEGIN COLL RD00- RT 07-LEESBURG P		
495 Ramp	Fairfax County	0.06 NA	NA	NA
\smile	To: From:	I-495-S048B TO RT 7 WEST00- LEESBURG PIK		
South 495 Ramp	Fairfax County	0.10 NA	NA	NA
South	To: From:	SR 07-W060A FROM RT 7 WEST00- LEESBURG P		
Ramp	Fairfax County	0.15 NA	NA	NA
South	To: From:	I-495-S048A TO RT 7 EAST00- LEESBURG PIK		
Ramp	Fairfax County	0.12 NA	NA	NA
South	To: From:	SR 07-E060A FROM RT 7 EAST00- LEESBURG P		
495)Ramp	Fairfax County	0.02 NA	NA	NA
	To:	I-495-S END COLL RD00- RT 07-LEESBURG PIK		
South	From:	I-495-S I-66-W064A FROM & TO RT		
495)Ramp	Fairfax County	0.19 NA	NA	NA
	To:	I-66-W FROM RT 495 SOUTH		
South	From:	I-495-S051X TO RT 50 EAST00- ARLINGTON B		
Ramp	Fairfax County	0.41 12000 F	0.093	12000 F
	To	I-495-S051C TO RT FAIRVIEW PK DR6928		
South				
Ramp		0.07 NA	NA	NA
<u> </u>	To:	US 50 FROM RT 495 SOUTH	<u> </u>	
outh	From:	I-495-S051X TO TR 50 WEST00- ARLINGTON B		_
Ramp	Fairfax County	0.28 14000 F	0.118	14000 F
auth.	To: From:	I-495-S051F TO RT 65000- GALLOWS ROAD		
South 495)Ramp	Fairfax County	0.02 NA	NA	NA
495) (1411)	To:	US 50 FROM GALLOWS RD		14/1
No	From:	I-495-S051A TO RT FAIRVIEW PK DR6928		
South 495)Ramp	Fairfax County	0.07 NA	NA	NA
495) Патр	Tariax Oddity	I-495-N051C I-495- 51C TO FAIRVI	NA .	INA
No	From:			
South	Fairfax County	I-495-S051B TO RT 65000- GALLOWS ROAD 0.03 NA	NA	NA
Ramp	•		INA	INA
South	To: From:	US 50-W076A FROM RT 50 WEST		
Ramp	Fairfax County	0.12 NA	NA	NA
South	To: From:	I-495-S051G TO RT 650 NORTH00- GALLOWS R		
495)Ramp	Fairfax County	0.02 NA	NA	NA
	To:	29-650 TO RT 50 WEST TO & FROM RT 50		

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

Route	Jurisdiction	Length AADT QA 4Tire Bu	s 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Factor	V V V V L L L L V V V V
South	From:	I-495-S051F TO RT 650 NORTH00- GALLOWS R			
A95 Ramp	Fairfax County	0.02 NA		NA	NA
	To:	29-650 TO RT 50 WEST FROM 495 SOOUTH			
South	From:	I-495-S BEGIN COLL RD TO RT 5000- ARLING			
495 Ramp	Fairfax County	0.07 NA		NA	NA
Court	To: From:	I-495-S051B TO TR 50 WEST00- ARLINGTON B			
South 495 Ramp	Fairfax County	0.13 NA		NA	NA
<u> </u>	To: From:	US 50-W076B FROM RT 50 WEST-ARLINGTON B			
South 495 Ramp	Fairfax County	0.14 NA		NA	NA
0 11	Toc From:	I-495-S051A TO RT 50 EAST00- ARLINGTON B			
South 495 Ramp	Fairfax County	0.14 NA		NA	NA
Country	Toc From:	US 50-E076B FROM RT 50 EAST-ARLINGTON B			
South 495 Ramp	Fairfax County	0.11 NA		NA	NA
495)	To	I-495-S END COLL RD FROM RT 5000- ARLING			100
South	From:	I-495-S TO RT 650 NORTH00- GALLOWS ROAD			
495 Ramp	Fairfax County	0.18 NA		NA	NA
Courth	To: From:	I-495-S052B TO RT 650 SOUTH00- GALLOWS R			
South 495 Ramp	Fairfax County	0.09 NA		NA	NA
495) 1 141115	To	29-650 FROM RT 495 SOUTH		147 (10/1
South	From:	I-495-S052A TO RT 650 SOUTH00- GALLOWS R			
495)Ramp	Fairfax County	0.03 NA		NA	NA
493) 1 14111	To	29-650; 29-709 FROM RT 495 SOUTH		147 (14/1
Cauth	From:				
South 495) Ramp	Fairfax County	I-495-S053X TO RT 236 EAST00- DUKE STREE 0.22 5000 F		0.084	5000 F
495/1141119	Taillax County	SR 236 FROM RT 495 SOUTH		0.004	3000 1
04-	From:				
South 495 Ramp	Fairfax County	I-495-S053X TO RT 236 WEST00- DUKE STREE 0.21 5100 F		0.087	5100 F
495 (Tamp	To:	SR 236 FROM RT 495 SOUTH		0.007	3100 1
0-146	From				
South	Fairfax County	I-495-S BEGIN COLL ROAD TO RT 236 0.04 NA		NA	NA
495 Ramp				INA	INA
South	To: From:	I-495-S053B TO RT 236 WEST00- DUKE STREE			
495 Ramp	Fairfax County	0.11 NA		NA	NA
South	T _o . From:	SR 236-W006A FROM RT 236 WEST00- DUKE STR]		
A95 Ramp	Fairfax County	0.14 NA		NA	NA
South	To: From:	I-495-S053A TO RT 236 EAST00- DUKE STREE			
495 Ramp	Fairfax County	0.09 NA		NA	NA
\smile	To:	SR 236-E006A FROM RT 236 EAST00- DUKE STR			

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South	From:	SR 236-E006A FROM RT 236 EAST00- DUKE STR		
495 Ramp	Fairfax County	0.03 NA	NA	NA
\smile	To:	I-495-S END COLL ROAD FROM RT 236		
South	From:	I-495-S055X TO RT 620 EAST00- BRADDOCK R		
495 Ramp	Fairfax County	0.19 12000 F	0.094	12000 F
\smile	To:	29-620 FROM RT 495 SOUTH		
South	From:	I-495-S055X TO RT 620 WEST00- BRADDOCK R		
Ramp	Fairfax County	0.21 5800 F	0.079	5800 F
\smile	To:	29-620 FROM RT 495 SOUTH		
South	From:	I-495-S BEGIN COLL ROAD TO RT 620		
Ramp	Fairfax County	0.24 NA	NA	NA
$\stackrel{\smile}{-}$	To From:	I-495-S055B TO RT 620 WEST00- BRADDOCK R		
South 495)Ramp	Fairfax County	0.09 NA	NA	NA
495 Hallip	•			INA
South	To: From:	29-620-W017A FROM RT 620 WEST00- BRADDOCK		
495 Ramp	Fairfax County	0.09 NA	NA	NA
$\stackrel{\smile}{-}$	To: From:	I-495-S055A TO RT 620 EAST00- BRADDOCK R		
South				
495 Ramp	Fairfax County	0.07 NA	NA	NA
South	To: From:	29-620-E017A FROM RT 620 EAST00- BRADDOCK		
495)Ramp	Fairfax County	0.19 NA	NA	NA
493)	To:	I-495-S END COLL ROAD FROM RT 620		
South	From:	I-495-S RAMPS TO 95 SOUTH & 644		
495)Ramp	Fairfax County	0.47 NA	NA	NA
493)	•			
South	From:	I-495-S058C TO RT 644 WEST		
A95 Ramp	Fairfax County	0.24 NA	NA	NA
0 #	T _C .	I-495-S058D TO RT 644 EAST		
South 495)Ramp	Fairfax County	0.19 NA	NA	NA
495 (Tamp	To:	I-395-S RAMP FROM 495 SOUTH	NA NA	IVA
O-ville	From:			
South 495)Ramp	Fairfax County	I-495-S TO RT 395 NORTH 0.55 NA	NA	NA
495 Mainp	Taillax County	I-95-S170B FROM RT 495 SOUTH		INA
Courth	Fron:			
South 495 Ramp	Fairfax County	I-495-S058A TO RT 644 WEST 0.32 NA	NA	NA
495) (411)	Taillax County	I-395-S001A FROM RT 495 SOUTH	IVA	INA
O- vitte	From:			
South 495 Ramp	Fairfax County	I-495-S058A TO RT 644 EAST 0.17 NA	NA	NA
495 / namp	Famax County	U.17 NA I-395-S001A FROM 495 SOUTH TO 644 EAST		INA
		1-373-3001A FROW 473 3001H 10 044 EAS1		

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

<u> </u>						_		Tru	ıck		<i>-</i> -	K	0	Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~	From		Carolina Sta		000/	40/	10/	20/	00/	00/	_	0.004		0.010	0700	
501 Huell Matthews Hwy	Halifax Cou	unty 2.46	3600	G	86%	1%	1%	3%	9%	0%	F	0.091		0.612	3700	C
~~	To From		96 Virgilina		000/	10/		201	00/	00/	_	0.000		0.570	4000	
501 Huell Matthews Hwy	Halifax Cou	unty 3.84	4700	G	86%	1%	1%	3%	9%	0%	С	0.088		0.572	4800	C
~~	To From		Cluster Spr		000/	40/		201	00/	00/		0.007		0.550	5000	
501 Huell Matthews Hwy	Halifax Cou	unty 4.64	5600	G	86%	1%	1%	3%	9%	0%	F	0.087		0.553	5800	C
~~	To From	US 58, US 2					\Box									
501 Main St	Town of South		19000	G	86%	1%	1%	3%	9%	0%	F	0.088		0.54	19000	(
•	From		501 P; Broa 501 P Mair													
501 Broad St	Town of South		9000	G	97%	0%	1%	0%	2%	0%	F	0.091		0.539	9600	(
3.1)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.767	18000	(
	To	SR 3	304 Seymou	ır Dr												
501 Broad St	Town of South		8500	G	97%	0%	1%	0%	2%	0%	С	0.099			9000	(
501)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	97%	1%	1%	0%	2%	0%	С	0.089	F	0.518	18000	
	To	SD 1/	29 North M	ain St												
501 Broad St	Town of South		6600	G	97%	0%	1%	0%	2%	0%	F	0.086			7000	
501)=************************************	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	0%	2%	0%	F	0.09	F	0.511	15000	
	To		Third St								-		-			
501 Broad Street	Town of South	Boston 0.18	6400	G	96%	1%	1%	1%	2%	0%	С	0.088			6800	
501) Broad Giroot	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	0%	2%	0%	F	0.085	F	0.52	17000	
	To To	-				. , ,		0,0		0,0	•	0.000	•	0.02		
501 Broad Street	Town of South		Edmunds St 6400	G	96%	1%	1%	1%	2%	0%	F	0.087			6800	
501) 21000	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	0%	2%	0%	F	0.084	F	0.518	17000	
	To		1 P Wilbor		0070	170		0 70	_ /0	0 70	•	0.001	·	0.010	17000	
~~	From		501 P; Broa													
501 Wilborn Ave	Town of South	Boston 0.51	15000	G	96%	1%	1%	1%	2%	0%	F	0.093		0.502	16000	
~			amilton Blv	vd												
501 Halifax Rd	Town of South	Boston 0.69	16000	G	96%	1%	1%	1%	2%	0%	F	0.092		0.523	17000	
~	To From	Old N	CL South E	Boston			\Box \vdash									
501 Halifax Rd	Town of South	Boston 0.79	18000	G	96%	1%	1%	1%	2%	0%	F	0.090		0.554	19000	
~	To	SR 129	N, Old Hal	lifax Rd			— —									
501 Halifax Rd	Town of South		19000	G	96%	1%	1%	1%	2%	0%	F	0.089		0.54	21000	
	To	NC	L South Bos	eton												
501 Halifax Rd	Halifax Cou		12000	G	96%	0%	1%	1%	2%	0%	С	0.089		0.54	13000	
	To		SCL Halifax													
501 Halifax St	Town of Halifax (I	N	11000	G	96%	0%	1%	1%	3%	0%	С	0.089		0.54	12000	
301)	7	,						. / 0	0,0	0 / 0	Ü	0.000		0.01	.2000	
Main St	Town of Halifax (I		0 S, Mounta 9200	ain Rd G	96%	1%	1%	10/	2%	0%	F	0.080		0.593	9800	
501 360 Main St	Town of Hallax (I		9200 60 N, Bethe		90%	170	170	1%	4 %	U%	Г	0.080		0.593	9000	(

5/2/2016

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

			interstate no				Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle	_		QC	Factor	QK Factor	AAWDT	Q1
	From:	SR 360	N, Bethel Rd			1	017100	111411			1 40101	1 40101		
501 L P Bailey Memorial Hwy	Town of Halifax (Maint: 41)		5100 G	88%	1%	2%	1%	8%	0%	F	0.086	0.606	5500	(
~	To	EC	L Halifax			<u> </u>								
501 L P Bailey Memorial Hwy	Halifax County		4500 G	88%	1%	2%	1%	8%	0%	F	0.088	0.575	4600	
	Τα	41 642 Mead	ville Rd, Liberty	Dd										
501 L P Bailey Memorial Hwy	Halifax County		3400 G	88%	1%	2%	1%	8%	0%	С	0.088	0.591	3500	
501)	To:		03 Cody Rd			<u> </u>		-,-	-,-	_			-	
~~~	From:		3 Volens Rd											
601 L P Bailey Memorial Hwy	Halifax County	2.57	2800 G	88%	1%	2%	1%	8%	0%	F	0.087	0.507	2900	
~	To: From:	41-645	State Shed Rd											
601 L P Bailey Memorial Hwy	Halifax County	4.90	3100 G	88%	1%	2%	1%	8%	0%	F	0.080	0.538	3100	
~	To	SR 40 S	tage Coach Rd			$\neg$ $\vdash$								
601 (40) L P Bailey Memorial Hwy	Halifax County		4700 G	91%	0%	1%	1%	7%	0%	С	0.085	0.576	4800	
	To:	Campbe	ell County Line											
~~~	From:		County Line							_				
501 (40) Lusardi Dr	Campbell County	0.09	5300 G	91%	0%	1%	1%	7%	0%	F	0.082	0.583	5400	
* •	To: From:	SCL	Brookneal											
₅₀₁ (40) Lusardi Dr	Town of Brookneal (Maint: 15)	0.76	5300 N	91%	0%	1%	1%	7%	0%	N	0.082	0.583	5400	
~ ~	To: From:	SR 40	Wickliffe Ave			<u> </u>								
501 Lynchburg Ave	Town of Brookneal (Maint: 15)	1.52	7000 G	91%	1%	1%	1%	6%	0%	С	0.083	0.602	7100	
~	To	NCL	Brookneal											
601 Brookneal Hwy	Campbell County		7000 N	91%	1%	1%	1%	6%	0%	Ν	0.083	0.602	7100	
,	To	15 622 D	Phelps Creek Rd											
601 Brookneal Hwy	Campbell County		4700 G	91%	1%	1%	1%	6%	0%	F	0.081	0.54	4800	
501)	- T			0.70	. , ,		. , ,	0,0	0,0	•	0.00.	0.0 .	.000	
501 Brookneal Hwy	Campbell County		Railview Rd 5800 G	91%	1%	1%	1%	6%	0%	F	0.086	0.582	5900	
501 Brooknear riwy	Campbell County			31/6	1 /0	1 /0	1 /0	0 /0	0 /6	•	0.000	0.562	3900	
~~	To: From:		Long Island Rd	0.10/	40/		101	00/	00/	_	0.000	0.004	2000	
Brookneal Hwy	Campbell County	8.33	6700 G	91%	1%	1%	1%	6%	0%	F	0.083	0.661	6900	
~ <u></u>	Tro: From:		, Colonial Hwy											
Campbell Hwy	Campbell County	0.92 1	10000 G	97%	0%	1%	0%	2%	0%	F	0.097	0.555	11000	
~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	SR 24 E	E, Village Hwy											
Campbell Hwy	Campbell County	4.15	8400 A	97%	0%	1%	0%	2%	0%	С	0.119	0.661	9500	
~	To	15-670 S	Sunnymeade Rd											
Campbell Hwy	Campbell County		9400 G	97%	0%	1%	0%	2%	0%	F	0.097	0.681	11000	
	Τα	SCI	Lynchburg											
Campbell Ave	City of Lynchburg		12000 G	97%	0%	1%	0%	2%	0%	F	0.106	0.685	13000	
501)				, •	- / -		- / 0	_,,	- / 0	,		0.000	. 2000	
Bus	From:	Bu	ıs US 460											
Campbell Ave	City of Lynchburg		12000 N	97%	0%	1%	0%	2%	0%	Ν	0.106	0.685	13000	
~~~	To:	US 29, US 4	60 Richmond Hv	vy										

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

Doute	Jurisdiction	Langth	AADT	0.4	4T:ro	Due		Trι	ıck		00	K	QK	Dir	AAWDT	. 01
Route	Junsaiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QI
	City of Lynchburg (Maint: 15)	1.91	S 29, US 46 <b>37000</b>		93%	0%	1%	10/	5%	0%	С	0.105		0.531	39000	А
[501](460](29) [29]	City of Lynchburg (Maint: 15)			Α		076	1 70	1%	3%	0%	C	0.105		0.551	39000	-
~~	To: From:		S 460 Richm		,										.=	
501)	City of Lynchburg	0.32	16000	G	97%	0%	1%	1%	1%	0%	F	0.094		0.513	17000	(
Combi	ned Traffic Estimates for 2 Parallel Roadways of			G								0.094	F	0.606	NA	
	To:	SR 128 Mayfle			Itn Rd											
501 (128) Candlers Mtn Rd	City of Lynchburg	0.43	28 Mayflowe 40000	er Dr <b>G</b>	97%	0%	1%	1%	1%	0%	_	0.080		0.513	43000	(
501 128 Candlers Mtn Rd	City of Lynchburg		Lynchburg F			076	1 70	1 70	1 70	0%	Г	0.060		0.513	43000	,
Bus	From:		Lynchburg E 3 Candlers N		/ay											
501 (29) Lynchburg Expressway	City of Lynchburg	0.33	39000	N	97%	0%	0%	1%	1%	0%	N	0.096		0.538	40000	-
301) (29) =,					0.70	0,0		. , 0	. , 0	0,0		0.000		0.000		
~~	From:		US 29 Ward													
501 Lynchburg Expressway	City of Lynchburg	1.37	46000	G	97%	0%	1%	1%	1%	0%	F	0.091		0.521	49000	(
<u> </u>	To: From:	Bus 4	60 Timberlal	ke Rd												
501 Lynchburg Expressway Ext	City of Lynchburg	1.21	45000	G	97%	0%	1%	1%	1%	0%	F	0.092		0.532	48000	(
	To		M:II D	1												
501 Lynchburg Expressway	City of Lynchburg	1.24	raves Mill R 35000	G	97%	0%	1%	1%	1%	0%	F	0.089		0.525	37000	(
501 Lynchburg Expressway	City of Lyrichburg	1.24	35000	G	97%	076	1 70	1 70	1 70	0%	Г	0.069		0.525	37000	,
~~	To: From:		Lakeside Dr													
501 Lynchburg Expressway	City of Lynchburg	0.31	36000	G	97%	0%	1%	1%	1%	0%	С	0.082		0.531	39000	(
<del></del>	To	118-60	044 Old Fore	est Rd												
501 Lynchburg Expressway	City of Lynchburg	1.23	14000	G	97%	0%	1%	1%	1%	0%	F	0.082		0.531	15000	(
301) = y a = x p					0.70	0,0		. , 0	. , 0	0,0	•	0.002		0.00	.0000	
~~ <u>-</u>	To: From:		iggington R													
501 Lynchburg Expressway	City of Lynchburg	1.86	14000	G	97%	0%	1%	1%	1%	0%	F	0.088		0.605	15000	(
<del>~</del>	To: From:		oonsboro R													
Parada Pal			burg Expres		000/	40/	40/	00/	00/	00/	_	0.007		0.04	0000	
501 Boonsboro Rd	City of Lynchburg	1.80	9200	G	96%	1%	1%	0%	2%	0%	С	0.097		0.64	9800	(
	To: From:	W	CL Lynchbu	ırg												
501 Lee Jackson Hwy	Bedford County	3.64	2700	G	96%	1%	1%	0%	2%	0%	F	0.098		0.556	2800	(
<i></i>	To	09-6	51 Short Cu	t Rd												
501 Lee Jackson Hwy	Bedford County	6.32	2400	G	96%	1%	1%	0%	2%	0%	F	0.097		0.560	2500	(
301) 200 oderioen i iii)	Douloid County				0070	1 /0		0 70	270	070	•	0.007		0.000	2000	
~~	From:		2 Big Island								_					
501 Lee Jackson Hwy	Bedford County	4.33	1800	G	86%	1%	1%	1%	11%	0%	С	0.104		0.5	1900	(
<del></del>	To:		erst County													
	Amherst County	0.14	ord County 1400		86%	1%	1%	1%	11%	0%	F	0.1		0.607	1400	(
501	Annerst County	0.14	1400	G	00%	1 70	I 70	I 70	1170	U 70	Г	0.1		0.007	1400	(
	To: From:	SI	R 130 Elon R	Rd	•											
501 (130)	Amherst County	3.94	1800	G	89%	1%	2%	1%	8%	0%	С	0.096		0.586	1800	(
$\sim$	To:	Rockb	ridge Count	y Line												
~~~	From:		erst County													
501 (130) Glasgow Hwy	Rockbridge County	2.43	1900	G	89%	1%	2%	1%	8%	0%	F	0.1		0.581	2000	(
	To:	SR 130	Wert Faulkn	ner Hwy												

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

								Tru	ıck			K		Dir		
Route	Jurisdictic	on Lengt	h AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From	SK 13	0 Wert Faulk		2221									0.540	2.122	
501 Glasgow Hwy	Rockbridge C	county 6.34	3200	G	93%	1%	1%	1%	4%	0%	С	0.101		0.543	3400	G
	To From:		SCL Buena V		000/	40/		40/	40/	00/		0.400		0.500	0700	
501 Magnolia Ave	City of Buena	Vista 0.97	3500	G	92%	1%	1%	1%	4%	0%	С	0.103		0.538	3700	G
	To From:	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	2nd St		050/	00/		40/	00/	00/		0.407		0.545	0000	
Magnolia Ave	City of Buena	Vista 1.09	7500	G	95%	0%	1%	1%	3%	0%	С	0.107		0.515	8000	G
	To From:	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	15th St		000/	40/		40/	40/	00/		0.447		0.505	0000	
501 Magnolia Ave	City of Buena	Vista 0.71	2800	G	92%	1%	1%	1%	4%	0%	F	0.147		0.595	3000	G
~~~	To From:	·	25th St		200/	10/		401	40/	201				0.000	4000	
501 Park Ave	City of Buena	Vista 0.28		G	92%	1%	1%	1%	4%	0%	F	0.098		0.639	4300	G
	From		Beech Ave Park Ave													
501 Beech Ave	City of Buena	Vista 0.12		G	92%	1%	1%	1%	4%	0%	F	0.087		0.538	12000	G
	To		29th St													
~~~	From:	9	US 501 Broad	1 St												
Main St	Town of South		7700	G	96%	1%	1%	0%	2%	0%	F	0.091			8200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 17000	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.767	18000	G
~~~		SI	R 304 Seymou	ur Dr												
(5ρ1) Main St	Town of South			G	96%	1%	1%	0%	2%	0%	С	0.089			8500	G
<u></u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 16000	G	97%	1%	1%	0%	2%	0%	С	0.089	F	0.518	18000	G
~~~	To: From:		129 North M													
(5g1) Wilborne Ave	Town of South	Boston 0.26	7900	G	96%	1%	1%	0%	2%	0%	F	0.09		0.901	8400	G
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 14000	G	96%	1%	1%	0%	2%	0%	F	0.09	F	0.511	15000	G
			Third St													
(5g1) Wilborne Ave	Town of South			G	96%	1%	1%	0%	2%	0%	F	0.085		0.807	10000	G
•	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	0%	2%	0%	F	0.085	F	0.519	17000	G
	To	U	S 501 Broad S	Street												
~~~~~	From:	(Mainta 45)	US 501		000/	00/	40/	40/	<b>F</b> 0/	00/	_	0.405		0.504	00000	
501 (460) (29) (29)	City of Lynchburg		<b>37000</b> 01; US 501 C	<b>A</b>	93%	0%	1%	1%	5%	0%	С	0.105		0.531	39000	Α
	From:		US 460 Richi													
501	City of Lynch											NA			NA	
\$ P.	Combined Traffic Estimates for Parallel	Roadways on this Route	e: NA									NA			NA	
	To	SR 128 May	flower Dr; Ca		Itn Rd											
~~~	City of Lynch	burg 0.35	Bus US 29	)								NA			NA	
<u>[5β1]</u>	City of Lynch		Lynchburg E	xnresswe	ıv							INA			INA	
ALT.	From	•	Park Ave	лргозома	·J											
501 Beech Ave	City of Buena		7600	G	94%	1%	1%	1%	3%	0%	С	0.088		0.524	8100	G
301)2000	To:	0.07	22nd St		2.75	. , 5	—i"	. , ,	0,0	0,0	·	3.000		0.02	0.00	_

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

_					_		Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q
LT	From:	22nd		2.121				4-1		_		2.712		
Sycamore Ave	City of Buena Vista	0.38 660	00 G	94%	0%	1%	1%	4%	0%	С	0.091	0.516	7000	C
LT	To: From:	18th	St											
O1 Sycamore Ave	City of Buena Vista	0.03 63 0	00 G	94%	0%	1%	1%	4%	0%	F	0.093	0.513	6700	(
<i>~</i>	To:	16th	St											
us Bus	From:	US 4		97%	0%	10/	10/	10/	00/	F	0.000	0.010	01000	
Campbell Ave	City of Lynchburg	0.14 200		97%	0%	1%	1%	1%	0%	г	0.092	0.618	21000	(
us Bus	To: From:	Florida	Ave											
01 (460 Campbell Ave	City of Lynchburg	0.48 170	00 G	97%	0%	1%	1%	1%	0%	F	0.092	0.616	18000	(
us Bus	To- From:	Mayflov	ver Dr											
01 (460 Campbell Ave	City of Lynchburg	0.88 180	00 G	97%	0%	1%	1%	1%	0%	С	0.092	0.629	19000	(
	To:	Kemp												
us Bus Kemper St	City of Lynchburg	0.34 89 0		97%	0%	1%	1%	1%	0%	F	0.096	0.589	9400	
01 460 Kemper St	To:	Lynchburg F		31 /6	0 /6	1/8	1 /0	1 /0	0 /6	'	0.030	0.303	3400	
us Bus	From:	US 2	21											
01 221 460 Kemper St	City of Lynchburg	0.41 100		96%	1%	1%	1%	1%	0%	С	0.081	0.552	11000	(
us Bus	From:	12th 118-6027;												
01)(221)(460)12th St	City of Lynchburg	0.18 890		96%	1%	1%	1%	1%	0%	F	0.09	0.564	9400	(
	To	Fort .	Ave											
us 01 Campbell Ave	City of Lynchburg	0.23 860	00 G	98%	0%	1%	0%	0%	0%	F	0.116	0.761	9200	(
of Journal of the Control of the Con	only of Eyrionizing				070		070	0 70	070	•	0.110	0.701	0200	
us	From:	Park												
Langhorne Rd	City of Lynchburg	0.27 110	00 G	98%	0%	1%	0%	0%	0%	F	0.078	0.534	12000	(
JS	To: From:	Memori	al Ave											
O1 Langhorne Rd	City of Lynchburg	0.29 180	00 G	98%	0%	1%	0%	0%	0%	F	0.078	0.574	19000	(
us	To: From:	Murre	ll Rd											
01 \Langhorne Rd	City of Lynchburg	1.06 130	00 G	98%	0%	1%	0%	0%	0%	С	0.086	0.689	14000	(
	Та	Hill	St											
JS Dangharna Dd	City of Lynchburg	0.47 100		98%	0%	10/	00/	0%	00/	F	0.004	0.686	11000	(
Langhorne Rd	City of Lynchburg			90%	0%	1%	0%	0%	0%	Г	0.084	0.000	11000	'
is .	To: From:	Cranel												
Langhorne Rd	City of Lynchburg	1.37 80 0	-	99%	0%	0%	0%	0%	0%	С	0.086	0.612	8500	(
us	To: From:	Rivermon Langhor												
O1 Rivermont Terrace	City of Lynchburg	0.25 54 0		99%	0%	0%	0%	0%	0%	F	0.09	0.582	5700	(
<u> </u>	To To	Rivermo			3.5					-				

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

_						_		Trι	ıck			Κ	, Dir		
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus		3+Axle			QC	Factor QF	Factor	AAWDT	QW
Bus	From:	Rivern	nont Terr	ace											
501 Rivermont Ave	City of Lynchburg	0.44 1	5000	G	99%	0%	1%	0%	0%	0%	F	0.093	0.577	16000	G
~~ -	To	L	ink Rd				\neg \vdash								
Bus 501 Boonsboro Rd	City of Lypohburg			G	99%	0%	1%	0%	0%	09/	F	0.089	0.589	14000	G
501 BOOTISDOTO NO	City of Lynchburg	0.76	4000	G	99%	0%	1 70	0%	076	0%	Г	0.009	0.569	14000	G
Bus	To: From:	Trent	s Ferry R	Rd											
501 Boonsboro Rd	City of Lynchburg	1.75 1	3000	G	99%	0%	1%	0%	0%	0%	С	0.098	0.532	14000	G
**	To:	Lynchbu	rg Expres	ssway											
	From:	US 60 Jame	es Anders	son Hwy											
Maidens Rd	Powhatan County		4600	G	93%	1%	1%	1%	3%	0%	С	0.101	0.622	4800	G
=======================================	To	72-711 H	Juguanat												
Maidens Rd	_{From:} L Powhatan County		4200	G	93%	1%	1%	1%	3%	0%	F	0.11	0.784	4300	G
522)	To:	Goochlan			0070	. , 0		. , ,	0,70	0 / 0	•	0	0.70	.000	•
	From:	Powhata													
522 Maidens Rd	Goochland County	0.38	4300	F	96%	0%	1%	1%	3%	0%	С	0.105	0.711	4400	F
~ <i>_</i>	To:	S SR 6 Ri													
Diver Dood Wood	Consider and Converting		Maidens		070/	00/	10/	00/	00/	00/	_	0.000	0.507	7000	_
6 River Road West	Goochland County	1.74 N SR 6; S	6800	F Dd	97%	0%	1%	0%	2%	0%	F	0.092	0.587	7000	F
	From:	N SR 6 R													
Sandy Hook Rd	Goochland County		4000	F	97%	0%	1%	0%	2%	0%	С	0.104	0.534	4200	F
5 ,	To:	Louisa	County I	Line											
~~~	From:	Goochlan		_											
Cross County Rd	Louisa County (Maint: 37)	0.35	4400	F	93%	1%	1%	1%	3%	0%	F	0.094		4500	F
	To: From:	US 250 B	Broad Stre	eet Rd											
522 Cross County Rd	Louisa County	0.52	5200	G	97%	0%	1%	0%	1%	0%	С	0.103	0.768	5400	G
<del>~</del>	To:		I-64												
522 Cross County Rd	Louisa County		3400	G	93%	1%	1%	1%	4%	0%	F	0.106	0.612	3500	G
-	To	54 649	Gardners	. D.4											
522 Cross County Rd	From: Louisa County		2400	G	93%	1%	1%	1%	4%	0%	С	0.106	0.534	2500	G
522 Gross County Fla	Edulad Goulity				0070	1 70		1 /0	770	0 70	J	0.100	0.004	2000	G
	From		efferson		000/	40/		00/	40/	00/		0.005	0.544	0000	_
522 33 Jefferson Hwy	Louisa County	0.66	6000	G	98%	1%	1%	0%	1%	0%	F	0.095	0.544	6200	G
	To: From:		efferson												
Pendelton Rd	Louisa County	3.19	5300	G	94%	2%	1%	1%	3%	0%	С	0.099	0.683	5400	G
<del></del>	To	SCI	L Mineral	1			$\neg$ $\vdash$								
522 Mineral Ave	Town of Mineral (Maint: 54)	0.66	5300	N	94%	2%	1%	1%	3%	0%	Ν	0.099	0.683	5400	Ν
~ <i>_</i>	Та	SR 2	2, SR 20	18											
522 (208) Louisa Ave	Town of Mineral (Maint: 54)		3900	G	94%	2%	1%	1%	3%	0%	F	0.084	0.591	4000	G
022 200	Tor				- /-				- / -	- , -	-				-
Zachary Taylor Huny	Louisa County		L Minera <b>3900</b>	1 <b>N</b>	94%	2%	1%	1%	3%	0%	N	0.084	0.591	4000	N
522 208 Zachary Taylor Hwy	Louisa County				34%	∠70	170	1 70	٥%	0%	IN	0.004	0.591	4000	IN
	100	SR 208 N	new Brid	ge Ka											

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

_						Tru	ıck			K	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷
~~~	From:	SR 208 New Bridge											
522 Zachary Taylor Hwy	Louisa County	3.72 3200	G 94%	2%	1%	1%	3%	0%	F	0.097	0.541	3300	G
~	To:	Spotsylvania County	Line										
	From:	Louisa County Lir	ne										
522 Zachary Taylor Hwy	Spotsylvania County	1.01 3300	G 92%	0%	1%	2%	5%	0%	С	0.097	0.533	3400	G
<i>~</i>	Ter	88-612 Monrovia I	0.4										
522 Zachary Taylor Hwy	Spotsylvania County	0.94 3000	G 92%	0%	1%	2%	5%	0%	F	0.099	0.534	3100	G
522 Zachary Taylor Twy	Spotsylvania County			0 /6	1 /0	2/0	J /0	0 /6	'	0.055	0.554	3100	
•	From:	Orange County Lin											
Zoobon, Toylor Hung	Orange County	Spotsylvania County 8.87 2900		1%	1%	2%	4%	0%	С	0.096	0.597	2900	(
Zachary Taylor Hwy	Orange County	8.87 2900	G 92%	1 70	1 70	270	4 70	0%	C	0.096	0.597	2900	
	To: Fram:	SR 20 Constitution I	Hwy										
Zachary Taylor Hwy	Orange County	6.84 5200	G 92%	1%	1%	2%	4%	0%	F	0.099	0.623	5300	C
, , ,	To:	Culpeper County L	ine										
	From:	Orange County Lin											
Zachary Taylor Hwy	Culpeper County	6.36 5700	G 95%	0%	1%	1%	3%	0%	F	0.095	0.659	5800	(
322													
~~	To: From:	23-652 Cedar Grove											
Zachary Taylor Hwy	Culpeper County	0.92 7400	G 95%	0%	1%	1%	3%	0%	С	0.101	0.641	7600	(
~ <u></u>	To:	SR 3 Germanna Hy	_										
~~ ~	From:	SR 3; Zachary Taylor											
522 (3) Germanna Hwy	Culpeper County	0.32 15000	G 93%	0%	1%	2%	4%	0%	С	0.085	0.595	16000	(
\sim	To	US 15, US 29											
522 (3) Germanna Hwy	Culpeper County	0.34 12000	G 94%	1%	1%	2%	2%	0%	С	0.088	0.565	13000	(
Germanna Hwy	Odipeper County	0.54 12000	G 3476	1 /0	1 /0	2 /0	2 /0	0 /6	O	0.000	0.505	13000	•
<u> </u>	To: From:	ECL Culpeper											
522 (3) Germanna Hwy	Town of Culpeper	0.96 9100	G 94%	1%	1%	2%	2%	0%	F	0.086	0.505	9700	(
	To:	US 15 Bus Orange R	Road										
Bus	From:	RT 15 BUS											
522 (15) Germanna Highway	Town of Culpeper	0.12 5900	G 97%	1%	1%	1%	1%	0%	С	0.09	0.583	6300	(
	To:	MAIN STREET											
Bus Bus	From:	Germanna Hwy											
522 \ 15 \ 29 \ Main St	Town of Culpeper	0.26 12000	G 97%	1%	1%	1%	1%	0%	С	0.075	0.571	12000	(
522 (10) (20)													
Bus Bus	From:	204-3651 Orange I	Rd										
522 \ 15 \ 29 \ Main St	Town of Culpeper	0.59 18000	G 97%	1%	1%	1%	1%	0%	F	0.075	0.571	19000	(
522 (13) (23)	To:	Evans St											
	From:	Bus US 15, Bus US 29 I	Main St										
Evans St	Town of Culpeper	0.08 13000	G 97%	1%	1%	1%	1%	0%	F	0.081	0.657	14000	(
522)=14.10 01	To:	N West St	G. 0. 70	. , 0		. , 0	. , 0	0,0	•	0.00.	0.00.		•
	From:	N West Street											
522 Evans St	Town of Culpeper	1.44 12000	G 97%	1%	1%	1%	1%	0%	С	0.081	0.566	13000	C
22)-14110 01			J 01/0	. 70	. /0	. 70	. /0	0 /0	J	0.001	3.555	. 5000	
	To: From:	WCL Culpeper											
Sperryville Pike	Culpeper County	7.34 5200	G 96%	0%	1%	1%	2%	0%	С	0.083	0.52	5300	(
~ <i>_</i>	To	22 707 01-4- 3 511	D.4		 1								
On any all a Piles	From:	23-707 Slate Mills		00/	10/	40/	00/	00/	_	0.000	0.000	0000	
Sperryville Pike	Culpeper County	0.93 2200	G 96%	0%	1%	1%	2%	0%	F	0.092	0.623	2300	G
~	Tor	Rappahannock County	y Line										

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	()K	actor	AAWDT	QW
	From:	Culpeper Count	y Line												
22 Zachary Taylor Ave	Rappahannock County	4.67 2100	G	96%	0%	1%	1%	2%	0%	F	0.089	0.	561	2200	G
<u> </u>	Τα	78-618 Hawli	n Rd												
522 Zachary Taylor Ave	Rappahannock County	4.02 1900	G	96%	0%	1%	1%	2%	0%	F	0.093	0.	568	2000	G
, ,	Te														
522 Sperryville Pike	Rappahannock County	SR 231 Fort Val 0.66 3700	G Rd	96%	0%	1%	1%	2%	0%	С	0.084	0	525	3800	G
522 Sperryville Fike	Tappanannock County	Sperryville P		30 /6	0 /0	1 /0	1 /0	∠ /0	0 /6	C	0.004	0.	323	3000	G
	From:	Main St; Sperryv													
522 Sperryville Pike	Rappahannock County	0.11 3100	G	96%	0%	1%	1%	2%	0%	F	0.085	0.	542	3200	G
322) 1 7	To:	US 211 S, Lee	Hwy												
~~~	From:	S US 211 Lee	Hwy												
522 (211) Lee Highway	Rappahannock County	4.62 <b>4600</b>	G	96%	1%	1%	1%	2%	0%	F	0.089	0.	546	4700	G
<del></del>	To	US 211 BUS SOUTH OF	WASHI	NGTON		$\neg$ $\vdash$									
(522)(211)Lee Highway	Rappahannock County	0.68 <b>5200</b>	G	96%	1%	1%	1%	2%	0%	F	0.097	0.	504	5400	G
	То	CL Washing	ton												
522 211 Lee Highway	Town of Washington (Maint: 78)	0.02 <b>5200</b>	N	96%	1%	1%	1%	2%	0%	Ν	0.097	0	504	5400	N
522)(211) 200 1 lightlay	Town of Tradimigram (Maint: 70)			0070	1 /0		1 /0	_ /0	070		0.007	0.	00.	0.00	
~~~	From:	CL Washing		000/	40/		40/	201	00/		0.007		504	F 400	
522 211 Lee Highway	Rappahannock County	0.39 5200	N	96%	1%	1%	1%	2%	0%	N	0.097	0.	504	5400	Ν
~~~	To: From:	Bus US 211 East of	Washingt	on											
522 (211) Lee Highway	Rappahannock County	2.38 <b>5700</b>	G	96%	1%	1%	1%	2%	0%	F	0.090	0.	529	5900	G
<u> </u>	To:	N US 211 Lee													
Zachaw, Taylor Ava	Panahanask Caunty	US 211 N, Lee		069/	00/	10/	10/	20/	00/	F	0.000	0	EOO	2400	_
522 Zachary Taylor Ave	Rappahannock County	2.82 <b>3300</b>	G	96%	0%	1%	1%	2%	0%	г	0.092	0.	528	3400	G
~~~	To: From:	78-641 N, Fodder													
522 Zachary Taylor Ave	Rappahannock County	7.26 3700	G	96%	0%	1%	1%	2%	0%	С	0.093	0.	533	3700	G
<u> </u>	To:	Warren County													
522 Remount Rd	Warren County	Rappahannock Co 3.77 7700	unty Line G	95%	0%	1%	2%	1%	0%	С	0.092	0	511	8100	G
522 Hemount nu	Wallell County			95 /6	0 /0	1 /0	2/0	1 /0	0 /6	C	0.092	0.	311	0100	G
~~~~	To: From:	SCL Front Ro				<del> </del>									_
522 Remount Rd	Town of Front Royal	0.60 <b>8000</b>	G	97%	1%	1%	1%	1%	0%	С	0.093	0.	515	8300	G
<u> </u>	To: From:	Criser Rd													
522 Remount Rd	Town of Front Royal	0.35 <b>11000</b>	G	97%	1%	1%	1%	1%	0%	F	0.097	0.	504	11000	G
<u> </u>	To	SR 55 South St; John N	/archalll	Hwy											
522 Commerce Ave	Town of Front Royal	0.47 <b>22000</b>	G	97%	1%	1%	1%	1%	0%	С	0.090	0.	507	24000	G
022)					. , •		. , •	. , •	- / 0	-	2.300	0.		000	-
Commerce Ave	Town of Front Dove	Main St		070/	10/		10/	10/	00/		0.000	^	EOC	01000	
522 Commerce Ave	Town of Front Royal	0.74 <b>20000</b>	G	97%	1%	1%	1%	1%	0%	С	0.092	0.	509	21000	G
~~~	To: From:	Happy Creek													
522 Commerce Ave	Town of Front Royal	0.35 16000	G	97%	1%	1%	1%	1%	0%	F	0.086	0.	535	17000	G
~	To:	US 340 North Ro	yal Ave												

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

						Trι	ıck			Κ	. Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle	_		QC	Factor Q	Factor	AAWDT	QW
	From:	Commerce Ave											
(522)(340)(55) North Royal Ave	Town of Front Royal	0.35 26000 (9 7%	0%	1%	1%	1%	0%	С	0.083	0.528	28000	G
	To:	14th St											
	From:	North Royal Ave	070/	00/	10/	40/	40/	00/	_	0.000	0.500	07000	_
(522)(340) (55) 14th St	Town of Front Royal	0.24 26000 (9 7%	0%	1%	1%	1%	0%	F	0.082	0.526	27000	G
~ ~ ~	From:	Shenandoah Ave 14th St											
522 340 55 Shenandoah Ave	Town of Front Royal	0.34 31000 (9 7%	0%	1%	1%	1%	0%	F	0.091	0.523	34000	G
~~~~	To: From:	NCL Front Royal											
(522)(340) (55) Shenandoah Ave	Warren County	0.45 <b>31000 (</b>	<b>9</b> 6%	1%	1%	1%	1%	0%	С	0.091	0.523	31000	G
$\longrightarrow$ $\bigcirc$	To	SR 55 W, Strasburg R	ld.										
522 (340 Shenandoah Ave	Warren County	0.22 <b>32000</b> (		0%	1%	1%	1%	0%	F	0.089	0.564	34000	G
	To	Old NCL Front Roya	1										
522 (340) Winchester Rd	Warren County	0.83 <b>31000</b> (		0%	1%	1%	1%	0%	С	0.091	0.571	33000	G
522 340 Winchester Rd	vvarior county		<b>J</b> 07 70	0 70		1 /0	1 70	0 70	Ü	0.001	0.07 1	00000	G
~~~~	From:	I-66							_				
(522)(340)Winchester Rd	Warren County	1.28 22000 (3 88%	1%	1%	2%	9%	0%	С	0.100	0.571	23000	G
	To: From:	93-627 Reliance Rd											
522 340 Winchester Rd	Warren County	2.81 17000 (3 85%	1%	1%	2%	12%	0%	С	0.093	0.528	17000	G
	To: From:	93-802 Zion Church R	ld										
522 (340) Winchester Rd	Warren County	0.30 17000 (3 85%	1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
	To:	Frederick County Lin											
	From:	Warren County Line							_				_
(522)(340) Winchester Rd	Frederick County (Maint: 93)	0.53 17000 (1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
~ ~	From:	Warren County Line Frederick County Lin											
522 (340 Winchester Rd	Warren County	0.39 17000 (1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
S22 340 Winchester Rd	Tal	Frederick County Lin		1 /0	1 /0	2 /0	12/0	0 /6	O	0.032	0.547	10000	u
	From:	Warren County Line											
522 340 Winchester Rd	Frederick County (Maint: 93)	0.30 17000 (1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
	To:	Warren County Line	:										
	From:	Frederick County Lin	e										
522)(340)Winchester Rd	Warren County	0.16 17000 (3 85%	1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
	Tα	Clarke County Line											
~~~~~~.	From:	Warren County Line							_				_
(522)(340) Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79 <b>17000 (</b>	<b>G</b> 85%	1%	1%	2%	12%	0%	С	0.092	0.547	18000	G
<del>~~~</del>	To: From:	US 340; SR 277 Double To	oll Gate										
522 Stonewall Jackson Hwy	Clarke County (Maint: 34)	0.32 <b>14000</b> (	<b>3</b> 87%	1%	1%	1%	10%	0%	F	0.082	0.538	14000	G
<i></i>	Tα	Frederick County Lin	e										
~~~	From:	Clarke County Line											
522 Front Royal Pike	Frederick County	2.28 14000 (3 87%	1%	1%	1%	10%	0%	С	0.089	0.507	14000	G
~	To- From	34-642 N; Macedonia Chu	rch Rd										
522 Front Royal Pike	Frederick County	2.41 16000 (3 89%	1%	1%	1%	8%	0%	С	0.095	0.562	17000	G
\smile	To:	34-644 N, Papermill R	ld										

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT C	QA 4	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~	From:		N, Papermill F													
522 Front Royal Pike	Frederick County				37%	1%	1%	1%	10%	0%	F	0.092		0.525	16000	G
	To: From:		O Millwood Pik S 50 Millwood													
522 \ \(\sum_{17} \) Millwood Pike	Frederick County	0.16			95%	1%	1%	1%	2%	0%	F	0.089		0.605	44000	G
522 50 17 Millwood Pike	To:	****	L Winchester	u J	70 70	1 /0		1 /0	270	0 70		0.000		0.005	44000	C
	From:	EC	I-81													
522 \ (50) (17) Millwood Ave	City of Winchester	r 0.09		N 9	97%	0%	1%	0%	1%	0%	Ν	0.083		0.624	30000	١
	To:	US 50 F	Par; Jubal Early	Dr												
	From:		Par, Millwood A													
522 (50) (17) Jubal Early Dr	City of Winchester	r 0.06	28000	G 9	97%	0%	1%	0%	1%	0%	С	0.083		0.624	30000	C
~~~~	To:		ele Blossom Dr													
~~~~	From:		ibal Early Dr		.=-/						_					_
522 (50) (17) Apple Blossom Dr	City of Winchester			-	97%	0%	1%	0%	1%	0%	F	0.087		0.852	10000	C
~ ~ ~	To:		Par, Millwood													
522 \ 50 \ \ 17 \ Millwood Ave	City of Winchester		r; Apple Blosso		98%	1%	1%	0%	0%	0%	F	0.085		0.551	14000	
522 50 17 Millwood Ave	To:		11 Cameron St		70 76	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.003		0.551	14000	•
	From:		fillwood Ave													
(522)(11)(11)(50) Cameron St	City of Winchester			G 9	97%	1%	1%	0%	0%	0%	С	0.091		0.525	7200	(
522 (11) (11) (50) Cameron St Combined Traffic Estima	•				98%	1%	1%	0%	0%	0%	С	0.093		0.782	15000	(
Combined Traine Learning					70 70	1 /0		0 70	0 / 0	070	Ü	0.000	•	0.702	10000	`
~~~	Prom'		Boscawen St	•	70/	40/	10/	00/	00/	00/	_	0.000		0.700	0000	
522 (11) (11) (50) Cameron St	City of Winchester				97%	1%	1%	0%	0%	0%	F	0.096		0.768	9900	(
Combined Traffic Estima	ites for 2 Parallel Road			<b>G</b> 9	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	C
	From:		7 Piccadilly St 11 Cameron St													
522 7 50 Piccadilly St	City of Winchester				99%	0%	1%	0%	0%	0%	F	0.086		0.641	10000	G
- /\D/\TD-/	•										'		_			
Combined Traffic Estima	ites for 2 Parallel Road	dways on this Houte.	11000 (	<b>G</b> 9	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	G
	To: From:		SR 7 Braddock													
Piccadilly St	City of Winchester	r 0.19	5700	<b>G</b> 9	97%	0%	1%	0%	1%	0%	F	0.094		0.633	6100	G
~	To:		airmont Ave													
Followersh Associated	O'the of Minde december		Piccadilly St	•	70/	00/	40/	00/	40/	00/	_	0.4		0.550	5000	_
Fairmont Ave	City of Winchester	r 0.22	5500	<b>G</b> 9	97%	0%	1%	0%	1%	0%	F	0.1		0.559	5900	C
	To: From:		ommercial St													
Fairmont Ave	City of Winchester	r 0.55	11000	<b>G</b> 9	97%	0%	1%	0%	1%	0%	С	0.104		0.637	12000	(
~	To	NC	L Winchester													
Maple St	Frederick County	1.60		<b>G</b> 9	97%	0%	1%	0%	1%	0%	С	0.104		0.637	12000	
)	. readment country	1.00		0	. ,0	0 / 0		0 / 0	1 /0	0 / 0	J	3.101		0.007	000	
Final and also Billion Months	From	22:	SR 37		2001	461		461	1001	001		0.000		0.000	00000	
522 Frederick Pike North	Frederick County	2.91	21000	<b>G</b> 8	36%	1%	1%	1%	12%	0%	F	0.090		0.669	20000	C
~	To: From:	34-654	Cedar Grove I	Rd												
522 Frederick Pike North	Frederick County	4.24			36%	1%	1%	1%	12%	0%	F	0.087		0.663	16000	C
<del></del> )	Tor		-600 Siler Rd													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK I	Factor	AAWDT	QV
	From:	34	-600 Siler R	2d												
Frederick Pike North	Frederick County	5.08	16000	G	86%	1%	1%	1%	12%	0%	F	0.083		0.683	15000	G
<del>~</del>	To:	SR 12	27 Bloomery	Pike			<u> </u>									
522 Frederick Pike North	Frederick County	3.26	8600	Α	86%	1%	1%	1%	12%	0%	С	0.12		0.565	8100	Α
<del>~</del>	To	34-694 (	Cumberland	Trail Ro	i		<b>—</b> —									
522 Frederick Pike North	Frederick County	4.40	8100	G	86%	1%	1%	1%	12%	0%	F	0.077		0.596	7700	C
<del></del> )	To:	West V	Virginia Stat	e Line												
	From:	US 522 I-64-E	159A FRON	и & TO	IS 64											
522 Ramp	Goochland County	0.26	3000	G								0.191			3000	C
~	To:	I-64-E FRO U	S 522SOUT	'H & N	ORTH											
	From:	US 522 I-64-W	/159A FRO	M & TO	) IS 64											
S22 Ramp	Goochland County	0.27	1000	G								0.098			1000	(
~	То:	I-64-W FROM	US 522SOU	TH & 1	NORTH											
~~~	From:	US 522 I-66-E			RT 66											
Ramp	Warren County	0.15	5500	G								0.076			5500	(
~	To:	I-66-E FROM RT 5	22; 34000- 5	SOUTH	& NORT	H										
North	From:		2 TO RT 66													
Ramp	Warren County	0.19	3500	G								0.103			3500	(
~	10:	I-66-W FROM			ORTH											
South	From:		2 TO RT 66									0.007			0700	,
S22 Ramp	Warren County	0.15	2700	G	OT ITELE							0.087			2700	(
		I-66-W FROM														
Coward St	City of Winehouter		US 11 Can			10/	10/	00/	10/	00/	F	0.007		0.570	10000	,
522 (11) (50) Gerrard St	City of Winchester	0.10	9600	G	97%	1%	1%	0%	1%	0%	г	0.087		0.578	10000	(
~~~	To: From:		11 Valley A				<del> </del>									
522 (50) Gerrard St	City of Winchester		7200	G	98%	1%	1%	0%	0%	0%	F	0.083		0.532	7700	(
<del>-</del> -	From:		Braddock St Gerrard St													
(52) $(50)$ $(11)$ $(50)$ Braddock St	City of Winchester		<b>7500</b>	G	98%	1%	1%	0%	0%	0%	С	0.096			8000	
CB- 1(CC) ( 'B' ) ( GC)	pined Traffic Estimates for 2 Parallel Road			G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	
	To															
522   (1,1 ) (50 ) (522 Braddock St	City of Winchester		50 Boscawe 6900	G St	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7400	(
522 (1,1) (50) (522) Braddock St	only of Whichester			G	97%	1%	1%	0%	0%	0%	F	0.093		0.516	17000	(
Come	To:		522 Piccadill		01/0	1 /0	1 /0	0 /0	0 /0	0 /0	•	0.000	•	5.510	1,000	
Bus Bus	From:	US 211 SOU			TON											
Bus Bus 522 (211 Main St	Rappahannock Cour		910	G	99%	0%	0%	0%	0%	0%	С	0.096		0.548	930	(
522 (211)								0,0	0,0	0,0	•	3.000			-	•
Bus Bus	To: From:		CL Washing	ton												
522 ( 211 ) Main St	Town of Washington (Ma	int: 78) 0.37	910	N	99%	0%	0%	0%	0%	0%	Ν	0.096		0.548	930	١
~~~	To:	78-628 N	Aiddle St; W	arren S	t											

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

							_		Tru	ıck			K		Dir		
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus 522 211 Warren St	From: Town of Washington	(Maint: 79)	78-628 0.26	Middle St;	Main St N	99%	0%	0%	0%	0%	0%	N	0.096		0.548	930	N
522 (211) Warren St	Town or washington	(Mairit. 70)				99%	0%	0%	U 70	0%	0%	IN	0.096		0.546	930	IN
Bus Bus	To: From:			L Washing	ton												
522)(211)	Rappahannock (County	0.15	910	N	99%	0%	0%	0%	0%	0%	Ν	0.096		0.548	930	N
~~	10:			11 Lee Hig													
lorth Pamp	From: City of Norfolk (Ma	aint: 64)	0.29	64-Westbou	ınd								NA			NA	
Ramp	City of Noriok (Ma	aiii. 04)											INA			INA	
lorth	To: From:		Ramps from		d I-564	Rev											
Ramp	City of Norfolk (Ma	aint: 64)	0.16	NA									NA			NA	
orth	To: From:			rom I-64 Ea US 460 Gra													
64)	City of Norfolk (Ma	aint: 64)	0.51	32000	F	98%	0%	0%	2%	0%	0%	F	0.127			38000	F
	Combined Traffic Estimates for 2 Parallel I	Roadways o	n this Route:	53000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.87	63000	G
	Τα		SR 406 Inte														
orth	City of Norfolk (Ma	aint: 64)	SR 406 Inte 1.81	rnational To 12000	erminal l	3lvd 98%	0%	0%	2%	0%	0%	С	0.216			NA	
64)	Combined Traffic Estimates for 2 Parallel I	,		32000	G	98%	0%	0%	1%	1%	0%	С	0.210	Α	0.865	NA	
	To:	riodaways o		Admiral Tau			0 70		1 /0	1 /0	0 70	Ü	0.10	, ,	0.000	14/1	
Rev	From:			I-64 Rev													
Reversible Ramp	City of Norfolk (Ma	aint: 64)	0.31	NA									NA			NA	
<u> </u>	Τα:		Ramps to I-56	64 NB and I	From I-5	64 SB											
Rev	From:			I-564 Rev													
Ramp	City of Norfolk (Mi	aint: 64)	0.08	4500 64 Northbo	G			1					0.292			4500	G
"	From																
outh 64 Ramp	City of Norfolk (Ma	aint: 64)	0.16	64 Eastbou 23000	F								0.140			23000	F
604) · · · · · · · · · · · ·	To:			R 165 Little		Rd							00				•
outh	From:			US 460 Gra		000/	20/		00/	10/	00/	_	0.450			05000	_
64	City of Norfolk (Ma	,	0.64	21000	G	98%	0% 0%	0%	0%	1% 0%	0%	F	0.153 0.091	F	0.07	25000	G
	Combined Traffic Estimates for 2 Parallel Γ	Hoadways o		06 Terminia	G 1 Blvd	98%	0%	0%	1%	0%	0%	Г	0.091	Г	0.87	63000	Ċ
outh	From:		SR 406 Inte			Blvd											
64)	City of Norfolk (Ma	,	1.84	20000	G	98%	0%	0%	0%	1%	0%	С	0.212			24000	C
	Combined Traffic Estimates for 2 Parallel I	Roadways o			G	98%	0%	0%	1%	1%	0%	С	0.13	В	0.865	NA	
	10:			Admiral Tau		d											
outh 64)Ramp	From: City of Norfolk (Ma	aint: 64)	0.16	64 Southbo 2600	und G								0.176			2600	
064 Mailip	Oity of Notion (Mi	aiii. 04)		East Little		1							0.176			2000	٠
outh	From:			64 Southbo		-											
Ramp	L City of Norfolk (Ma	aint: 64)	0.35	NA	unu								NA			NA	
'	Τα:		ps from SR 406 a		Vestbou	nd and US	460										

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South South Ramp	City of Norfolk (Maint	: 64) 0.12	NA PER C									NA			NA	
South (564) Ramp	City of Norfolk (Maint	Ramp from I-564 Sout	OC TO RT 6- hbound and 9 NA			Blvd						NA			NA	
South	To: From:		460 Granby													
564 Ramp	City of Norfolk (Maint	: 64) 0.45	6800 4 Westbound	G								0.107			6800	G
South Ramp	City of Norfolk (Maint	I-56	54 Southbour 7400 I-564 Rev									0.294			7400	G
North	From:	SR 24 Elm Av		Vebber I	Expv											
581 220	City of Roanoke (Main	t: 80) 0.66	33000	F	94%	1%	1%	1%	4%	0%	F	0.088	_	0.540	37000	F
	Combined Traffic Estimates for 2 Parallel Roa			F	93%	1%	1%	1%	4%	0%	F	0.085	F	0.542	73000	F
North (220)	City of Roanoke (Main		Williamson 38000	F.	94%	1%	1%	1%	4%	0%	F	0.086			42000	F
581 220	Combined Traffic Estimates for 2 Parallel Roa	,		F	93%	1%	1%	1%	4%	0%	F	0.088	F	0.527	84000	F
North	To: From:		60 Orange A	Ave												
581 (220)	City of Roanoke (Main Combined Traffic Estimates for 2 Parallel Roa	,	39000 77000	A A	94% 93%	1% 1%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.108 0.102	Α	0.633	42000 83000	A A
North	To: From:	Val	ley View Bly	vd												
581 220	City of Roanoke (Main Combined Traffic Estimates for 2 Parallel Roa	,	30000 61000	G G	94% 93%	1% 1%	1% 1%	1% 1%	4% 4%	0% 0%	C C	0.11 0.107	В	0.51	33000 67000	G G
	то		l Hershberge			. , •		. , 0	.,0	0,70		0			0.000	
North (581) (220)	City of Roanoke (Main		28000	A	94%	1%	1%	1%	4%	0%	F	0.111			30000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	55000	A	93%	1%	1%	1%	4%	0%	F	0.105	Α	0.541	61000	Α
North	Too From:	SR 117	Peters Cree	k Rd												
581 220	Roanoke County Combined Traffic Estimates for 2 Parallel Roa		23000	F F	94% 93%	1% 1%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.105 0.096	F	0.538	26000 52000	F
	To		p to I-81 No:		93%	1 70	176	170	470	0%	Г	0.096	Г	0.556	52000	Г
North (581) I-581 North Ramp	Roanoke County		14000	F.	94%	1%	1%	1%	4%	0%	F	0.103			15000	F
361)1 331 Horaria	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:		F	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	31000	F
NI al-	From															
North (581) Ramp	City of Roanoke (Main	t: 80) 0.18	-581 North 8700 0 E, Orange	G								0.086			8700	G

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

Davida	lunia di atia a	1	AADT		4T:	Dura		Tru	ck		00	K	ΟV	Dir	4 4 1 4 D T	. 0
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
orth	From:		I-581 North									0.107			0000	_
Ramp	City of Roanoke (Maint:		3300	G								0.107			3300	G
	rl		60 W, Orang													
lorth 581 Ramp to Valley Vie	ew Blvd City of Roanoke (Maint:		I-581 North 7700	G	99%	0%	0%	0%	0%	0%	С	0.099			8200	c
181 Hamp to valley vie	To:		illey View B		33 /6	0 /0	0 /0	0 /6	0 /0	0 /6	C	0.055			0200	
o wtla	Fron:		I-581 North													
lorth 581 Ramp	City of Roanoke (Maint:		7900	G								0.093			7900	(
001)	To:		E, Hershber													
lorth	From:		I-581 North													
Ramp	City of Roanoke (Maint:		3600	G								0.093			3600	(
	To:		W, Hershbe	erger Rd												
orth	From:		I-581 North													
Ramp	City of Roanoke (Maint:	80) 0.28	4900	G								0.111			4900	(
<u> </u>	Тох	SR 117	E, Peters C	reek Rd												
lorth	From:		I-581 North	ļ												
Ramp	City of Roanoke (Maint:		3900	G								0.107			3900	
	To:	SR 117	W, Peters C	reek Rd												
lorth	From:		I-581 North													
220 Ramp	Roanoke County	0.29	9700	F	94%	1%	1%	1%	4%	0%	F	0.107			11000	ı
~	10.		I-81 North													
outh	From:	SR 24 Elm A				10/	10/	10/	F0/	00/	_	0.000			00000	
220	City of Roanoke (Maint:		33000	F	93%	1%	1%	1%	5%	0%	-	0.093	_	0.540	36000	
	Combined Traffic Estimates for 2 Parallel Roads			F	93%	1%	1%	1%	4%	0%	F	0.085	F	0.542	73000	
outh	To: From:	US 1	1 Williamso	n Rd												
581) 220 \	City of Roanoke (Maint:	80) 0.45	38000	F	93%	1%	1%	1%	5%	0%	F	0.092			43000	
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	76000	F	93%	1%	1%	1%	4%	0%	F	0.088	F	0.527	84000	
	To	US ·	460 Orange	Ave												
outh	City of Roanoke (Maint:		38000		93%	1%	10/	1%	5%	0%	F	0.101			41000	
220	•	•		A		1%	1% 1%		5% 4%		F	0.101	Α	0.633		
	Combined Traffic Estimates for 2 Parallel Roads			Α	93%	170	176	1%	4%	0%	Г	0.102	А	0.633	83000	
outh	To: From:	Va	lley View B	lvd												
81)(220)	City of Roanoke (Maint:		30000	G	93%	1%	1%	1%	5%	0%	С	0.108			34000	(
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	61000	G	93%	1%	1%	1%	4%	0%	С	0.107	В	0.51	67000	(
	To	SR 10	1 Hershberg	ger Rd			<u> </u>									
outh	City of Roanoke (Maint:		28000	Α	93%	1%	1%	1%	5%	0%	F	0.112			30000	
	City of hoarloke (Maint.	,		A	93%	1 70	1 70	I 70	370		Г	0.112				,
581 220	Combined Traffic Estimates for 2 Parallel Roads	wave on this Davitar	EEOOO	Α	93%	1%	1%	1%	4%	0%		0.105	Α	0.541	61000	-

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

						_		Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		NCL Roanok	ce												
(581)(220)	Roanoke Co	,	28000	Α	93%	1%	1%	1%	5%	0%	F	0.112			30000	Α
$\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	Α	93%	1%	1%	1%	4%	0%	F	NA			61000	Α
Couth	To: From:	SR 11	7 Peters Cre	eek Rd												
South (220)	Roanoke Coi	unty 0.72	23000	F	93%	1%	1%	1%	5%	0%	F	0.111			26000	F
(301)(220)	Combined Traffic Estimates for 2 Parallel	•		F	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	52000	F
	To:	. roadinajo on tino riodioi	I-81	•	0070	. , 0		. 70	.,0	0 / 0	•	0.000	•	0.000	02000	•
South	From:		mp from I-8													
(581) I-581 S Ramp	Roanoke Cor	•	14000	F	93%	1%	1%	1%	5%	0%	F	0.111			16000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	93%	1%	1%	1%	4%	0%	F	0.096	F	0.538	31000	F
	To:		I-81 N													
South	From:		I-581 South													
(581) Ramp	City of Roanoke (N	,	11000	G								0.084			11000	G
<u> </u>	To:		24 Elm Ave													
South	From:		I-581 South													_
581 Ramp	City of Roanoke (N		6100	G								0.141			6100	G
<u> </u>	10:		th Exit 2A F		lit											
South	From:		I-581 South									0.000			7000	•
581 Ramp	City of Roanoke (N		7000	G								0.083			7000	G
	10.		60 E, Orang													
South	From:		I-581 South									0.000			0000	_
581 Ramp	City of Roanoke (N	-	2600 50 W, Orang	G								0.089			2600	G
			, L													
South	City of Roanoke (N		I-581 South 5800	G	98%	0%	0%	0%	1%	0%	С	0.093			5800	G
581 Ramp	City of Hoarloke (in		E, Hershbe		90%	0%	0%	0%	1 70	0%	C	0.093			3600	G
0 "	From:						<u>-</u>									
South (581) Ramp	City of Roanoke (N		I-581 South 2200	G								0.375			2200	G
581 / Tallip	Oity of Hoanoke (i	· · · · · · · · · · · · · · · · · · ·	W, Hershbe									0.575			2200	u
0	Front		I-581 South				<u>_</u>									
South (581) Ramp	City of Roanoke (M		2600	G								0.133			2600	G
(381) ramp	To:	,	E, Peters C				$\overline{}$					0.100			2000	•
South	From:		I-581 South													
(581) Ramp	City of Roanoke (N		2000	G								0.145			2000	G
301)	Tr		W, Peters C									5.1.10			_000	~
	From:		Virginia Stat				<u>-</u> -									
598 E River Mountain Rd	Bland Cour		150	F	93%	3%	1%	1%	2%	0%	С	0.16		0.783	150	F
000)	To:		52 North Sc					, -		- , -	-					-
	From	·	E River Mou		•		<u> </u>									
(598)Ramp	Bland Cour		70	G								0.157			70	G
330) IIIII P	To	., 0:==	I-77 South													

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

Route	Jurisdictio	on Lengt	h AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
598 (52) Ramp	From: Bland Coui To:		52 North Scen 510 I-77 North	G								0.123			510	G
664 I-664 Exit 5 Ramp (from	both directions merge 6)ty of Newport News		WB I-664 Ex		ps							NA			NA	
1-664 Exit 5 Ramp (from	Toe both directions merge 6)ty of Newport New _{Τα}		US 60 WB W NA 35th St	Varwick .	Ave							NA			NA	
Ramp	City of Newport News	s (Maint: 99) 0.11	TO WARWIG NA -P FROM RO									NA			NA	
664 Ramp	City of Suffolk (M	Maint: 61) 0.13	-W009B TO NA 4 FROM RO									NA			NA	
East 664 Hampton Roads Beltway	City of Hampton (I		I-64 East 30000	G	94%	0%	1%	1%	4%	0%	F	0.094			32000	G
East 664 Hampton Roads Beltway	City of Hampton (I	Maint: 99) 0.86		West G G	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.104 0.090	F	0.646	48000 90000	G G
	To	East I-664 i			h I-664											
East 664 Hampton Roads Beltway	City of Hampton (I Combined Traffic Estimates for 2 Parallel	Maint: 99) 1.21	43000 e: 81000	G G	94% 94% h I-664	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.108 0.087	F	0.632	46000 87000	G G
East 664)Hampton Roads Beltway	Too From: City of Hampton (I		Aberdeen Ro	oad G	94%	0%	1%	1%	4%	0%	F	0.109			43000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route			94% h I-664	0%	1%	1%	4%	0%	F	0.094	F	0.676	82000	G
Hampton Roads Beltway	City of Newport News Combined Traffic Estimates for 2 Parallel	s (Maint: 99) 0.12	SCL Hampto		94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.109 0.094	F	0.676	43000 82000	G G
East	Too From:	East I-664 i Roan	is signed a		h I-664											
Hampton Roads Beltway	City of Newport News Combined Traffic Estimates for 2 Parallel	'	e: 70000	G G	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.11 0.095	F	0.677	40000 76000	G G
	To:		Jefferson Av													

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

_						_		Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ast	From:		efferson Av			00/		40/	40/	00/	_	0.004			0.4000	
Hampton Roads Beltway		, ,	22000	G	94%	0%	1%	1%	4%	0%	F _	0.081	_		24000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	58000	G
		East I-664 is	signed as	s Sout	n I-664											
East	To: From:	,	Terminal Av	e												
Monitor Merrimac Memo	rial Bridge Tunnel City of Newport News	s (Maint: 99) 2.84	31000	Α	94%	0%	1%	1%	4%	0%	F	0.115			33000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	62000	Α	94%	0%	1%	1%	4%	0%	F	0.102	Α	0.555	67000	Α
		East I-664 is	signed as	s Sout	h I-664											
	To:		WCL Suffoli													
Asst Marrimas Mama	From:		Newport N		94%	0%	1%	1%	4%	00/	_	0.115			22000	Α
Monitor Merrimac Memo			31000	A						0% 0%			۸	0.555	33000	,,
	Combined Traffic Estimates for 2 Parallel	•		A Court	94%	0%	1%	1%	4%	0%	Г	0.102	Α	0.555	67000	Α
		East I-664 is			11-004											
ast	To: From:	SR	135 College	e Dr												
664) Hampton Roads Beltway	City of Suffolk (M	laint: 61) 1.38	31000	Α	94%	0%	1%	1%	4%	0%	С	0.120			34000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	64000	Α	94%	0%	1%	1%	4%	0%	С	0.101	Α	0.564	69000	Α
		East I-664 is	signed as	s Sout	h I-664											
	To:	SR 16	4 Western F	reeway			\Box \vdash									
East 664) Hampton Roads Beltway	City of Suffolk (M	laint: 61) 0.58	27000	G	94%	0%	1%	1%	4%	0%	F	0.111			29000	G
1 ampton Hodde Boithay	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.601	60000	G
	Combined Traine Learnage for ET drainer	East I-664 is				0 70	1 70	1 70	170	070	•	0.001	•	0.001	00000	ŭ
	Tor															
ast	From:		S 17 Bridge													
Hampton Roads Beltway		•	38000	G	94%	0%	1%	1%	4%	0%	F	0.095			41000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	83000	G
	T-1	East I-664 is	_		h I-664											
East	From:		CL Chesapea WCL Suffoll													
Hampton Roads Beltway	City of Chesapeake		38000	G	94%	0%	1%	1%	4%	0%	F	0.095			41000	G
004)	Combined Traffic Estimates for 2 Parallel			G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	83000	G
		East I-664 is														
	To:		59 Pughsvill													
East	From:			ic Kü										_		
Hampton Roads Beltway		` '	42000	F	94%	0%	1%	1%	4%	0%	F	0.107	_		41000	F
	Combined Traffic Estimates for 2 Parallel	•		F	94%	0%	1%	1%	4%	0%	F	0.085	F	0.542	87000	F
		East I-664 is			h I-664											
	To:	SR 33	7 Portsmout	h Blvd												

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

							_		Tru	ıck			K		Dir		
Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
ast	From:	Asint CA		7 Portsmout	th Blvd F	94%	0%	10/	10/	40/	00/	_	0.100			47000	
Hampton Roads Beltwa		,	1.10	47000				1%	1%	4%	0%	F	0.103	F	0.511	47000	ı
	Combined Traffic Estimates for 2 Parallel Ro	•	i this Route: ∃ast I-664 is		F s Sout	94% h I-664	0%	1%	1%	4%	0%	Г	0.086	Г	0.511	96000	
	To			Dock Landi													
ast	From:	Animate CA)					00/	10/	10/	40/	00/	_	0.000			45000	
64 Hampton Roads Beltwa		,	1.18	41000	G	94%	0%	1%	1%	4%	0%	-	0.088	_	0.505	45000	
	Combined Traffic Estimates for 2 Parallel Ro		i tnis ∺oute: East I-664 is		G s Sout	94% h I-664	0%	1%	1%	4%	0%	F	0.083	F	0.505	94000	
	To		US 13, US 58,	_													
st	From: City of Chesapeake (M				F	94%	0%	1%	1%	4%	00/	_	0.09			61000	
Hampton Roads Beltwa		,	1.13	57000	-		0% 0%	1%		4% 4%	0%	F	0.09	F	0.551		
	Combined Traffic Estimates for 2 Parallel Ro	•	i this Route: East I-664 is			94% h I-664	0%	1%	1%	4%	0%	Г	0.078	Г	0.551	122000	
	То		US 13, US 46	_													
st 4)Hampton Roads Beltwa	City of Chesapeake (M	Agint: 64)	0.27	58000	G	94%	0%	1%	1%	4%	00/	_	0.108			61000	
74 Hampion Hoads Beilwa	Combined Traffic Estimates for 2 Parallel Ro					94%	0%			4%	0% 0%					122000	
	Combined Traffic Estimates for 2 Parallel Ro	-	i this Route: East I-664 is				0%	1%	1%	4%	0%	г	NA			122000	
	To:			I-64; I-264		11-004											
ust	From:			3; Ramp to		1											
Ramp	City of Chesapeake (M	Maint: 64)	0.46	31000	F								0.088			32000	
	Tour			I-64 WB													_
ast 64)Ramp	City of Hampton (Ma	aint: 99)	0.16	I-664 East 5700	G								0.095			5700	
64 Mamp	Tα	.iiit. 33)		wer Plant Pl									0.033			3700	
ast	From:			I-664 East													_
Ramp	City of Hampton (Ma	int: 99)	0.14	6100	G								0.104			6100	
<u> </u>	Тα		114-7	025 Aberde	en Rd												
ast	From:			I-664 East													
Ramp	City of Newport News (I	Maint: 99)	0.15	4100	G								0.125			4100	
	100		121-7	019 Chestn													_
ast 64)Ramp	City of Newport News (I	Maint: 00)	0.32	I-664 East 9000	G								0.223			9000	
64) Tamp	Oity of Newport News (i	Mairit. 99)	I-664 West			eet		$\overline{}$					0.225			9000	
ast	From:		I-664-E TO I	NSPECTIC	ON STAT	TION											_
Ramp	City of Newport News (I		0.21	NA									NA			NA	
<u></u>	To:		I-664-E FROM	INSPECT	ION STA	ATION											_
ast	From:	Maint: 00'	0.45	I-664 East									0.400			0400	
Ramp	City of Newport News (I	iviaint: 99)	0.15	6100 Exit 6B To	G 27th Str	aat							0.126			6100	
ast	From:			6B TO 27T													
Ramp	City of Newport News (I	Maint: 99)	0.10	NA									NA			NA	
	To:			4US 60-P													

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Di Factor Fac	AAWDT OW
East 664 Ramp	City of Newport News (Maint: 99)	I-664-E006A TO 27TH STREET 0.16 NA 121-3 FROM ROUTE 664 EAST		NA	NA
East 664 Ramp	City of Newport News (Maint: 99) Tot TERMI	I-664-E TO TERMINAL AVENUE 0.17 NA NAL AVENUE FROM ROUTE 664 EASTSOUTH		NA	NA
East 664 Ramp	City of Suffolk (Maint: 61)	I-664 East 0.26 1800 G SR 135 N, College Dr		0.159	1800 G
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E TO RT 135 0.21 4100 G SR 135 FROM I-664		0.102	4100 G
East 664 Ramp	City of Suffolk (Maint: 61)	I-664 East 0.23 10000 G I-664 East Exit 9B to SR 164 East		0.108	10000 G
East Ramp	City of Suffolk (Maint: 61)	I-664-E009B TO ROUTE 164 EAST 0.18 NA SR 164 FROM ROUTE 66		NA	NA
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E009A TO ROUTE 164 EAST 0.46 NA I-664-W009B TO ROUTE		NA	NA
East 664 Ramp	City of Chesapeake (Maint: 64)	I-664 East 0.35 6200 G Pughsville Rd		0.282	6200 G
East 664 Ramp	City of Chesapeake (Maint: 64)	64-E010B TO PUGHSVILLE ROAD NORTH 0.08 NA 31-8529 FROM ROUTE 664 EASTSOUTH		NA	NA
East 664 Ramp	City of Chesapeake (Maint: 64)	64-E010A TO PUGHSVILLE ROAD NORTH 0.03 NA 131-8529 TO & FROM ROU		NA	NA
East 664 Ramp	City of Chesapeake (Maint: 64)	I-664 East 0.36 2700 G SR 337 Portsmouth Blvd		0.093	2700 G
East 664 Ramp	City of Chesapeake (Maint: 64)	I-664-E TO RT 337 0.22 5400 G SR 337 SR 337-W014A TO AND FROM I-6		0.101	5400 G
East 664 Ramp	City of Chesapeake (Maint: 64)	I-664 East 0.06 NA I-664 East Exit 12B Ramp		NA	NA
East 664 Ramp	City of Chesapeake (Maint: 64)	-E012A TO DOCK LANDING ROAD00- NORT 0.08 NA 131-8527 TO & FROM ROU		NA	NA

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

						_		Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ast	From:	(14.1.1.2.1)	I-664 East													_
Ramp	City of Chesapeake		9900 3 Military Hi	G								0.096			9900	G
	From				E + CE											
East 664)Ramp	City of Chesapeake	(Maint: 64) I-664-E TO F	1900	3&460 I	EASI							0.110			1900	G
004/11011119	To:	US 58 FROM			OUTH							0.110			1000	Ğ
East	From:		I-664 East				Ī									
Ramp	City of Chesapeake	(Maint: 64) 0.12	2500	F	92%	0%	1%	1%	6%	0%	F	0.122			2600	F
<u> </u>	To:	US 1	3; 1US 13-P	FRO												
ast	From:	I-664-E	B; Ramp to 1	I-64 WE	,											
Ramp	City of Chesapeake	(Maint: 64) 0.56	19000	F								0.077			24000	F
<u> </u>	To:		I-264-EB													
Vest	From:	Mailata (00)	I-64 West		0.40/	00/	10/	40/	40/	00/	_	0.444			00000	_
Hampton Roads Beltway	City of Hampton (Maint: 99) 0.43	30000	G	94%	0%	1%	1%	4%	0%	F	0.114			32000	G
/est	To: From:	Ra	mp to I-64 E	last												
Hampton Roads Beltway	City of Hampton (I	Maint: 99) 1.23	39000	G	94%	0%	1%	1%	4%	0%	F	0.116			42000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	84000	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.646	90000	G
		West I-664 is	s signed a	s Nort	h I-664											
Vest	To: From:	Po	whatan Park	way												
Hampton Roads Beltway	City of Hampton (I	Maint: 99) 1.27	38000	G	94%	0%	1%	1%	4%	0%	F	0.125			41000	G
	Combined Traffic Estimates for 2 Parallel	,		G	94%	0%	1%	1%	4%	0%	F	0.087	F	0.632	87000	G
		West I-664 is														
	To:		Aberdeen Roa													
Vest	City of Hampton (I				94%	0%	1%	1%	4%	00/	_	0.127			20000	_
Hampton Roads Beltway	City of Hampton (i Combined Traffic Estimates for 2 Parallel	,	36000	G G	94% 94%	0% 0%	1%	1%	4% 4%	0% 0%		0.127	F	0.676	39000 82000	G G
'	Combined Trainic Estimates for 2 Faraner	West I-664 is				076	170	170	470	076	Г	0.094	Г	0.676	02000	G
	To:		L Newport N		11 1-004											
/est	From:		SCL Hampto	n												
Hampton Roads Beltway	City of Newport News	, ,	36000	G	94%	0%	1%	1%	4%	0%	F	0.127			39000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.676	82000	G
	Tor	West I-664 is														
/est	From:		e Avenue; Che ke Ave; Che		ol .											
Hampton Roads Beltway	City of Newport News	<u> </u>	33000	G	94%	0%	1%	1%	4%	0%	F	0.129			36000	G
,	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	70000	G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	76000	G
		West I-664 is	s signed a	s Nort	h I-664											
	To:	SR 143 .	Jefferson Av	e; 35th S	St											

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

_						_		Tru	ck			K		Dir		
Route	Jurisdictio	on Lengti	n AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
/est	From:					00/		40/	407	00/	_	0.004			0.4000	
Hampton Roads Beltway		,									F _		_			G
	Combined Traffic Estimates for 2 Parallel	•		-		0%	1%	1%	4%	0%	F	0.088	F	0.664	58000	G
		West I-664	s signed a	as Nort	h I-664											
Vest	To: From:		Terminal Av	ve												
Monitor Merrimac Memo	rial Bridge Tunnel City of Newport News	s (Maint: 99) 2.93	32000	Α	94%	0%	1%	1%	4%	0%	F	0.111			34000	Α
		Roadways on this Route	62000	Α	94%	0%	1%	1%	4%	0%	F	0.102	Α	0.555	67000	Α
		West I-664	is signed a	as Nort	h I-664											
	Aborn Carlo Carl															
/est	From:				0.40/	00/	10/	10/	40/	00/	_	0.111			0.4000	Α
64 Monitor Merrimac Memo						- / -			.,.		Г	•	۸	0.555		,,
	Combined Tranic Estimates for 2 Parallel					0%	170	170	4%	0%	Г	0.102	А	0.555	67000	Α
					11 1-004											
/est	To: From:	SI	R 135 Colleg	ge Dr												
664) Hampton Roads Beltway	City of Suffolk (M	Maint: 61) 1.04	32000	Α	94%	0%	1%	1%	4%	0%	С	0.116			35000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	64000	Α	94%	0%	1%	1%	4%	0%	С	0.101	Α	0.564	69000	Α
		West I-664	is signed a	as Nort	h I-664										34000 58000 34000 67000 34000 67000 35000 69000 42000 83000 42000 83000	
	To:	SR 1	64 Western I	Freeway			<u> </u>									
Vest 664 Hampton Roads Beltway	City of Suffolk (M	Maint: 61) 0.40	28000	G	94%	0%	1%	1%	4%	0%	F	0.116			31000	G
564 Hampton Hodds Beitway		•				- / -					F		Δ	0 564		G
	Combined Traine Estimates for 2 Taraner	•				0 70	170	1 70	470	0 /0	•	0.101	,,	0.004	00000	ď
	To		ŭ													
/est	From:		S 17 Bridge	Rd												
664 Hampton Roads Beltway		•		G	94%						F	0.083			42000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	77000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	83000	G
	_				h I-664											
last	To:	I														
Vest 664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 0.62			94%	0%	1%	1%	4%	0%	F	0.083			42000	G
, iampion rioddo Zonna,											F		F	0.591		G
		•				0 70	. , 0	. , ,	.,0	0,0	•	0.00	•	0.00	00000	<u> </u>
	To	.														
Vest	From:			e Koad												
664 Hampton Roads Beltway		,		F							F					F
	Combined Traffic Estimates for 2 Parallel	•		-		0%	1%	1%	4%	0%	F	0.085	F	0.542	87000	F
					h I-664											
	To:	SR 3	37 Portsmou	th Blvd												

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

			and interst	410 110				Tru	ok			K		Dir		
Route	Jurisdictio	on Lengt	h AADT	QA	4Tire	Bus					QC Practor QK Factor Factor AAWDT QV 0% F 0.083 49000 F 0% F 0.086 F 0.511 96000 F 0% F 0.083 49000 F	QW				
West	From:	CD :	37 Portsmou	th Dlud			ZAXIE	3+Axie	HIIali	ZIIdii		racioi		racioi		
Hampton Roads Beltway	City of Chesapeake			F	94%	0%	1%	1%	4%	0%	F	0.083			49000	F
	Combined Traffic Estimates for 2 Parallel	,		F	94%	0%	1%	1%	4%		•		F	0.511		F
	Combined Traine Estimates for 2 Taraner	West I-664				0 70	1 /0	1 /0	470	0 70	•	0.000	•	0.011	00000	•
	_				11 1-004											
West	To: From:	D	ock Landing I	Road												
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 1.48	46000	F	94%	0%	1%	1%	4%	0%	F	0.083			49000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 87000	G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	94000	G
		West I-664	is signed a	as Nort	h I-664											
	To:	US 13 US 5	8, US 460 M	ilitary H	ohway											
West	From:					00/		40/	40/	00/	_	0.000			04000	_
664 Hampton Roads Beltway				F	94%	0%	1%	1%	4%				_			•
	Combined Traffic Estimates for 2 Parallel	•			94%	0%	1%	1%	4%	0%	F	0.078	F	0.551	122000	F
	Tec	West I-664			h I-664											
	10.		I-64; I-264													
West	From:		I-664 West													_
Ramp	City of Hampton (I	Maint: 99) 0.22		G								0.121			11000	G
	10:		I-64 East													
West	From:		I-664 West													_
664 Ramp	City of Hampton (I			G								0.142			4000	G
	10:	Power Pla	nt Pkwy; Pov		kwy											
West	From:		I-664 West													_
664 Ramp	City of Hampton (I			G								0.101			3200	G
	10:	114	-7025 Aberde													
West	From:		I-664 West													_
664 Ramp	City of Newport New			G								0.113			1200	G
	10:	121	-7017 Roanol													
West	From:	(44)	I-664 West													_
664 Ramp	City of Newport New		9400	G								0.131			9400	G
	10.		st Exit 5A To													
West	From:		5A TO JEFFI	ERSON	AVE											
Ramp	City of Newport New		NA	E ((1 XX	ma.							NA			NA	
	10.	SR 143 F	ROM ROUT		ES											
West	From:	- (Mainte 00) 0.40	I-664 West									0.005			0700	_
664 Ramp	City of Newport New			G								0.205			2/00	G
West	From:		st Exit 6B To 06B TO 25T													
(664) Ramp	City of Newport New			.1 O I IXL								NA			NA	
007	To:		ROM ROUT	E 664 V	VEST											
West	Prom		006A TO 25T													
(664) Ramp	City of Newport New		NA	11 01 1	<i>.</i> L.1							NA			NA	
004)	To		OM ROUTE	664 WI	EST		1					. •, •				
		25 00 11														

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	OC	C QK Dir ctor Factor	AAWDT	QW
West 664 I-664 WB (NB) Exit 7 Ramp	City of Newport News (Maint: 99	I-664 WB NB 0) 0.26 NA Terminal Ave	N	A	NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO RT 135 0.16 1500 G SR 135 RAMP FR I-664 FROM_I-664	0.1	29	1500	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO RT 135 0.26 3500 G SR 135 FROM RTE 664	0.	12	3500	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSPECTION STATION 0.26 360 G I-664-W FROM INSPECTION STATION	0.1	19	360	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO ROUTE 164 0.24 7300 G SR 164 FROM ROUTE 664 WESTNORTH	0.0	83	7300	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO ROUTES 17 SOUTH & 164 EAST 0.11 12000 G I-664-W009C TO ROUTE 17 SOUTH	0.0	78	12000	G
West 664 Ramp	City of Suffolk (Maint: 61)	0.17 NA I-664-E009B I-664- 9B TO ROUTE	N	A	NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009B TO ROUTE 17 SOUTH 0.11 NA US 17 FROM ROUTE 664 WESTNORTH	N	A	NA	
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.19 8200 F I-664 West Exit 10B Ramp	0.0	97	8200	F
West 664 Ramp	City of Chesapeake (Maint: 64)	1-664-W010A TO PUGHSVILLE SOUTH 0.05 NA 131-8529 FROM ROUTE 664 WESTNORTH	N	A	NA	
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W TO RT 337 0.22 3600 G SR 337 SR 337-E014B TO I-664 AND FR	0.0	96	3600	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.36 6600 G SR 337 Portsmouth Blvd	0.0	94	6600	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.14 3000 F I-664 West Exit 12B Ramp	0.1	08	3000	F
West 664 Ramp	From I-6 City of Chesapeake (Maint: 64)	664-W012A TO DOCK LANDING ROAD-SOUTH	N	A	NA	

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

		Fillialy at	ia intorott	210 110								1.4				
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Trı	-		QC	K .	QK	Dir	AAWDT	QW
	Power						2AxI	e 3+Axle	1 I rail	21rail		Factor		Factor		
West	City of Chesapeake	(Maint: 64) 0.06	I-664 West 25000	F								0.100			25000	F
664 Ramp	City of Chesapeake	(Mairit. 64) 0.06	25000	Г								0.100			25000	Г
West	To: From:	I-664-W013	B TO 58,13	&460 E	AST											
(664)Ramp	City of Chesapeake	(Maint: 64) 0.53	23000	G								0.108			23000	G
	To:	US 58 7	TO ROUTE	664 EA												
West	From:		I-664 West				1									
664 Ramp	City of Chesapeake	(Maint: 64) 0.10	2200	F								0.174			2200	F
004)	To:		Military Hi	ghway												
East	From:	1.05: SD 1	50 Chippen	ham Dlx	NX/											
895)Pocahontas Pkwy	Chesterfield C		9100	G	91%	1%	1%	2%	5%	0%	С	0.093			9200	G
895)1 Godinomas i Kirj	Combined Traffic Estimates for 2 Parallel	,		G	90%	1%	1%		5%	0%	C	0.094	F	0.532	18000	G
	To:		rico County		0070	1 70	$\vec{-}$	270	0 /0	0 70	•	0.004	•	0.002	10000	ď
East	From:		erfield Count													
895 Pocahontas Pkwy	Henrico Cou	unty 2.22	9100	G	91%	1%	1%	2%	5%	0%	С	0.093			9200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	G	90%	1%	1%	2%	5%	0%	С	0.094	F	0.532	18000	G
	To	т	aburnum Av	10												
East	From:															
895 Pocahontas Pkwy	Henrico Cou	•	3300	G	91%	1%	1%		5%	0%	F	0.093			3500	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	90%	1%	1%	2%	5%	0%	F	0.094	F	0.532	6800	G
	To:		I-295													
East	Henrico Cou		SR 895 East 3600	<u>т</u>	91%	1%	 1%	2%	5%	0%	_	0.132			3600	Α
895 Ramp		,											۸	0.550		
	Combined Traffic Estimates for 2 Parallel		6800 I-295 North	Α	90%	1%	1%	2%	5%	0%	г	0.123	Α	0.558	6900	Α
West Pagebonton Plant	Charterfield C		50 Chippen		89%	1%	2%	2%	6%	00/	С	0.102			8700	G
895 Pocahontas Pkwy	Chesterfield C	•	8700	G						0%	_		_	0.500		
	Combined Traffic Estimates for 2 Parallel			G	90%	1%	1%	2%	5%	0%	С	0.094	F	0.532	18000	G
West	From:		rico County erfield Count													
895 Pocahontas Pkwy	Henrico Cou		8700	G	89%	1%	2%	2%	6%	0%	С	0.102			8700	G
(093)	Combined Traffic Estimates for 2 Parallel	•		G	90%	1%	1%		5%	0%	С	0.094	F	0.532	18000	G
						. , •		_,,	0,0	0,0	Ū	0.00	•	0.002	.0000	•
West	From:	L	aburnum Av	ve												
895)Pocahontas Pkwy	Henrico Cou	,	3100	G	89%	1%	2%	2%	6%	0%	F	0.102			3400	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6400	G	90%	1%	1%	2%	5%	0%	F	0.094	F	0.532	6800	G
	To:		I-295													
West	From:		SR 895 Wes		0000	4-7		6 -7	051	001	_	0.40=			0000	
895 Ramp	Henrico Cou	•	3200	Α	89%	1%	2%	2%	6%	0%	F	0.127	_		3300	Α
~	Combined Traffic Estimates for 2 Parallel			Α	90%	1%	1%	2%	5%	0%	F	0.123	Α	0.558	6900	Α
	To:		I-295 South				L									
West	From:	SR 895-W			TH											
₈₉₅)Ramp	Chesterfield C		2300	F								0.099			2300	F
\sim	To:	SR 150-E015A	FROM ROU	UTE 895	WEST											

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	$\cap k$	Dir actor	AAWDT	QW
West 895 Ramp	Chesterfield County	SR 895-W TO ROUT 0.50 460	G								0.121			460	G
	To: From:	I-95-N FROM ROUT Jamestown Visito		EST											
90003 Colonial Parkway	James City County (Maint: US)	8.05 2400	0								0.14	0	.653	NA	
	From:	Williamsburg Corpo James City Cour		nit											
90003 Colonial Parkway	City of Williamsburg (Maint: US)	3.20 4700 York County	O Lina								0.091	0	.649	NA	
	From:	Williamsburg Corpo		nit											
90003 Colonial Parkway	York County (Maint: US)	10.77 6000	0								0.14	0	.653	NA	
(90003) Colonial Parkway	York County (Maint: US)	0.59 2200	0								NA			NA	
	то: 99-1	020, Moore House Rd; Yo	rktown V	Visitor Cen	ter										
Dallar Array Dd	From:	Washington Dulles Inter	national A	Airport							NIA			NIA	
Dulles Access Rd	Loudoun County (Maint: US)	0.71 NA Fairfax County	/ Line								NA			NA	
(90004) Dulles Access Rd	Fairfax County (Maint: US)	Loudoun Count 12.94 30000									0.099	(0.52	30000	G
90004 Dulles Access Fid	To:	SR 267 Dulles Toll Re		Lean							0.033		1.52	NA NA	
	From:	SR 235 Mount Vernon		1 Hwy											
90005 George Washington Memorial Parkway	Fairfax County (Maint: US)	8.44 16000	0								NA			NA	
(90005) (400) Washington St	City of Alexandria	SCL Alexan 0.91 28000	dria F	98%	1%	0%	0%	0%	0%	С	0.106	0	.795	30000	F
90009 4000 11 4001 11 11	To:	SR 236 Duk		0070	. , ,		0 / 0	0,0	0,0		000				
(90005) (400) Washington St	City of Alexandria	0.32 30000	G	98%	1%	0%	0%	0%	0%	F	0.083	0	.846	32000	G
Weathington 01	To: From:	Queen St		000/	40/		00/	00/	00/		0.005		004	00000	
90005 400 Washington St	City of Alexandria	0.39 31000	G	98%	1%	0%	0%	0%	0%	F	0.085	0	.801	33000	G
(90005) (400) Washington St	City of Alexandria	0.17 32000	G G	98%	1%	0%	0%	0%	0%	F	0.087	0	.604	34000	G
	From:	1st Street													
George Washington Memorial Parkway	City of Alexandria (Maint: US)	1.81 49000	0								0.076	0	.619	NA	
George Washington Memorial Parkway	Arlington County (Maint: US)	NCL Alexan 5.56 62000	O						_		0.076	0	.619	NA	
Coorgo Washington Managial Badana	Adjustes Courty (Maisty LC)	00-6741 Spout Rur		у							0.000		E0.4	NIA	
George Washington Memorial Parkway	Arlington County (Maint: US)	3.10 71000 Fairfax County	O V Line								0.099	0	.524	NA	
(90005) George Washington Memorial Parkway	Fairfax County (Maint: US)	Arlington Coun 4.62 53000	ty Line								NA			NΔ	
90005/George Washington Wemonai Parkway	Taillax County (Maint. US)	4.62 53000 I-495 Capital B									INA			INA	

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	()(:	K Factor	OK	Dir actor	AAWDT	QW
	From:	I-64 E										
Ramp From I-64 E to Third St	City of Richmond	3500	G					0.419			4100	G
	To:	3rd St										