2008

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

where available

Jurisdiction Report

43

Henrico County

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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 design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

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

- 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.

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

		Henrico	Maintenan	ce Are	ea											
Route	Jurisdiction	. Longth	AADT	٥,٨	4Tiro	Due		Tru	ck		00	K	OK	Dir	^ ^\^/DT	011/
Route	Julisalction	i Lengin	AADT	QA	4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
~~~	From:	N	CL Richmond	d												
1 Brook Rd	Henrico Cou	nty 0.30	22000	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.543	24000	G
<u> </u>	To:		I-95				<u> </u>									
1 Brook Rd	Henrico Cou	nty 0.83	24000	G	99%	0%	1%	0%	0%	0%	С	0.091	F	0.526	26000	G
<u> </u>	Too		Hilliard Rd													
1 Brook Rd	Henrico Cou		21000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.535	22000	G
$\odot$	та		Wilkinson Rd													
1 Brook Rd	From: Henrico Cou		25000	F	98%	0%	1%	0%	1%	0%	С	0.091	F	0.511	25000	F
1) Block No	ricinios cod			-	3070	070		070	170	070	Ü	0.001	•	0.011	20000	•
C Decale Dd	From:		73 Parham R		000/	00/	40/	00/	40/	00/		0.000		0.545	07000	
1 Brook Rd	Henrico Cou	nty 1.42	26000	G	98%	0%	1%	0%	1%	0%	С	0.093	F	0.515	27000	G
~~~	To: From:		I-295													
1 Brook Rd	Henrico Cou	nty 0.73	45000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.515	48000	G
<u>~</u>	To. From:	Virgin	nia Center Pari	kway												
1 Brook Rd	Henrico Cou	nty 0.38	32000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.520	35000	G
\bigcirc	To:	J.E.F	3. Stuart Parky	wav			<u> </u>									
1 Brook Rd	Henrico Cou		26000	G	98%	0%	1%	0%	1%	0%	F	NA			27000	G
\odot	To:	Hano	over County L	ine												
North	From:	US 1 TO	ROUTE 95 N	NORTH	I											
1 Ramp	City of Richmond (N	Maint: 43) 0.12	7700	F								NA			7700	F
	To:	I-95-N FR0	OM ROUTE	1 NOR	ГН											
	From:	N	CL Richmond	d												
2 (301) Chamberlayne Ave	Henrico Cou	nty 0.55	16000	G	96%	1%	1%	0%	1%	0%	С	0.098	F	0.602	17000	G
	To		I-95													
2)(301)Chamberlayne Ave	Henrico Coul	nty 0.90	17000	F	97%	0%	1%	0%	1%	0%	F	0.117	F		19000	F
2 (601)	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:		G	97%	0%	1%	0%	1%	0%	F	NA			28000	G
	то-Г	<u> </u>	Upham Dr													
2) (301) Chamberlayne Ave	From: L Henrico Cou	nty 1.57	16000	G	97%	0%	1%	0%	1%	0%	С	0.104	F	0.715	17000	G
2 301 Chamberlayne Ave		1.07			01 70	070		070	170	070	Ū	0.101	•	0.7.10	17000	Ū
2 (301) Chamberlayne Ave	From: Hoprico Cou	nty 0.17	Parham Rd 27000	G	97%	0%	10/	0%	10/	00/	F	0.098	F	0.715	20000	
2 301 Chamberlayne Ave	Henrico Cou ™.Г	,	over County L		97%	0%	1%	0%	1%	0%	Г	0.098	Г	0.715	30000	G
	Frank		•													
S Osborne Tpke	Henrico Cou		CL Richmond	G	97%	0%	0%	1%	1%	0%	С	0.118	F	0.847	9200	G
5 Osborne Tpke	Tierinico Codi	•	ew Market Ro		91 /0	070	0/8	1 /0	1 /0	076	C	0.116	-	0.047	9200	G
	From:		Osborne Tpke													
5 New Market Rd	Henrico Cou	nty 2.13	7000	G	96%	0%	1%	2%	1%	0%	С	0.106	F		7600	G
\vee	To:	Ţ	aburnum Ave	,												
5 New Market Rd	From: ↓ Henrico Coul		7700	G	96%	0%	1%	2%	1%	0%	F	0.097	F	0.651	8400	G
	Ta.F			-						- / -	٠					-
New Market Rd	Henrico Cou	ntv 4.70	I-295 2500	G	93%	1%	1%	2%	4%	0%	С	0.093	F	0.65	2700	G
5 New Market Rd	Henrico Coul	•	illis Church R		93%	170	1%	∠70	470	U%	C	0.093	Г	0.05	2700	G
	10.	W	mis Church R	u												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Willis Church Rd												
5 (156) New Market Rd	Henrico County	1.72 2300 (93%	1%	1%	2%	4%	0%	F	0.088	F	0.739	2500	G
	To:	Charles City County Li	ne											
_	From:	Goochland County Lin	e											
6 Patterson Ave	Henrico County	1.04 24000 C	99%	0%	0%	0%	0%	0%	F	0.097	F	0.549	26000	G
\smile	To:	Pump Rd												
6 Patterson Ave	Henrico County	0.69 28000 C	99%	0%	0%	0%	0%	0%	F	0.105	F	0.645	31000	(
	To:	Gaskins Rd												
6 Patterson Ave	Henrico County	1.04 25000 C	99%	0%	0%	0%	0%	0%	F	0.099	F	0.605	27000	
0) * ===================================	Tol					-,-								
6 Patterson Ave	Henrico County	Gayton Rd 0.52 24000 C	99%	0%	0%	0%	0%	0%	F	0.095	F	0.519	27000	(
6 Patterson Ave	Tierinco County	0.32 24000 (3370	070	076	076	070	070	'	0.033	'	0.515	27000	
	To: From:	Parham Rd							_		_			
6 Patterson Ave	Henrico County	0.97 22000 C	99%	0%	0%	0%	0%	0%	F	0.098	F	0.631	24000	C
<u>~</u>	To: From:	Forest Ave												
6 Patterson Ave	Henrico County	0.94 18000 F	99%	0%	0%	0%	0%	0%	С	0.114	В		18000	F
<u> </u>	Tn:	WCL Richmond												
~~	From:	Hanover County Line												
33 Staples Mill Rd	Henrico County	0.38 15000 C	96%	0%	1%	1%	1%	0%	F	0.104	F	0.73	16000	(
~	To: From:	I-295												
33 Staples Mill Rd	Henrico County	0.61 23000 C	98%	0%	1%	0%	0%	0%	F	0.105	F	0.514	25000	C
<u> </u>	To:	SR 157; Springfield Rd; Mou	ntain Rd											
33 Staples Mill Rd	Henrico County	2.18 19000 C		0%	1%	0%	0%	0%	F	0.098	F	0.584	22000	(
3	Tau	43-7526 Hungary Rd												
33 Staples Mill Rd	Henrico County	1.05 21000 C		0%	1%	0%	0%	0%	F	0.1	F	0.663	24000	C
33)	Tol					-,-				• • • • • • • • • • • • • • • • • • • •				
33 Staples Mill Rd	Henrico County	Parham Rd 1.10 33000 A	A 98%	0%	1%	0%	0%	0%	С	0.109	Α		38000	F
33) Staples Mill Rd	Tierinco County		1 90/0	070	1 /0	076	070	0 /6	C	0.109	^		30000	
Otavilar Mill Dal	From:	Bremner Blvd	000/	00/		00/	00/	00/		0.00	_	0.504	40000	
33) Staples Mill Rd	Henrico County	0.37 37000 (98%	0%	1%	0%	0%	0%	F	0.09	F	0.534	43000	(
~~	To: From:	SR 356 Hilliard Rd; 43-7536 G												
33) Staples Mill Rd	Henrico County	1.01 35000 C	98%	0%	1%	0%	0%	0%	F	0.089	F	0.558	40000	(
~	Tai From:	I-64												
33 Staples Mill Rd	Henrico County	1.32 19000 (98%	0%	1%	0%	0%	0%	F	0.107	F	0.515	21000	(
\rightarrow	To:	WCL Richmond												
_	From:	ECL Richmond												
33 Nine Mile Rd	Henrico County	1.49 25000 (97%	1%	1%	1%	1%	0%	С	0.086	F	0.602	27000	G
\smile	To:	Laburnum Ave												
33) Nine Mile Rd	Henrico County	2.10 18000 C	97%	1%	1%	1%	1%	0%	F	0.089	F	0.542	20000	G
60	To:	Beauregard Ave												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	C
	From:	Ве	eauregard A	ve												
Nine Mile Rd	Henrico County	1.27	13000	G	97%	1%	1%	1%	0%	0%	С	0.087	F	0.520	14000	
	To:	SR	156 Airport	Dr			\neg \vdash									
Nine Mile Rd	Henrico County	1.43	8600	G	97%	1%	1%	1%	0%	0%	F	0.099	F	0.534	9400	
	To		SR 33 Y													
33) Nine Mile Rd	From: Henrico County	0.15	2200	G	97%	1%	1%	1%	0%	0%	F	0.109	F		2400	
33)	To:		Williamsbu		0.70	.,,		. , 0	0,0	0,0	-	000	•			
	From:		MSBURG R		0											
33) (60) (156) Williamsburg Rd	Henrico County	1.38	14000	G	93%	1%	1%	1%	3%	0%	F	0.094	F	0.527	15000	
	To		I-295				\neg \vdash									
33) (60) (156) Williamsburg Rd	Henrico County	2.24	14000	Α	93%	1%	1%	2%	3%	0%	С	0.117	Α	0.638	14000	
	To	EI	KO RD SR	156												
33) (60) Williamsburg Rd	From: Henrico County	1.85	10000	G	93%	1%	1%	2%	3%	0%	F	0.081	F	0.673	11000	
33) 60 Williamsburg Rd	To		Kent County		0070	170	Ť	270	070	070	•	0.001	·	0.070	11000	
Vye	From:		SR 33													_
33)	Henrico County	0.13	2300	G	97%	0%	1%	1%	1%	0%	С	0.105	F		2500	
33)	To:		Williamsbu	_	0.70	070		. , 0	.,,	0,0	Ū	01.00	•		2000	
	From	E	CL Richmor	nd												
60 Williamsburg Rd	Henrico County	0.57	16000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.501	17000	
3	Tec	C	l l C' r													
60 Williamsburg Rd	Henrico County	Ci	harles City F 14000	G	97%	0%	1%	1%	1%	0%	С	0.082	F	0.535	15000	
Williamsburg Rd	Tierinco Courty				31 70	070	1 70	1 /0	1 /0	076	C	0.002	'	0.555	13000	
~~	From:		aburnum Av		000/	407		40/	00/	00/	_	0.070	_	0.50	20222	
Williamsburg Rd	Henrico County	1.23	18000	G	93%	1%	1%	1%	3%	0%	С	0.078	F	0.53	20000	
~ ~	To: From:	SR	156 Airport													
60 (156) Williamsburg Rd	Henrico County	1.50	13000	G	93%	1%	1%	1%	3%	0%	F	0.093	F	0.571	14000	
~ <u> </u>	To: From:	SR 3	33 Nine Mile	e Rd												
$\widetilde{60}$ $\widetilde{(33)}$ $\widetilde{(156)}$ Williamsburg Rd	Henrico County	1.38	14000	G	93%	1%	1%	1%	3%	0%	F	0.094	F	0.527	15000	
	To:		I-295				\neg \vdash									
(33) (156) Williamsburg Rd	Henrico County	2.24	14000	Α	93%	1%	1%	2%	3%	0%	С	0.117	Α	0.638	14000	
30) (30)	Too		R 156; Elko l													
60 (33) Williamsburg Rd	Henrico County	1.85	10000	G	93%	1%	1%	2%	3%	0%	F	0.081	F	0.673	11000	
33) Williamsburg Na	To		Kent County		3070	170		270	070	070	•	0.001	•	0.070	11000	
oot.	From:		nland County													
<u>ast</u> 64	Henrico County	2.28	30000	F Line	87%	1%	1%	1%	10%	0%	F	0.117	F		28000	
54)	Combined Traffic Estimates for 2 Parallel Roa	_		F	87%	1%	1%	1%	10%	0%	F	0.108	F	0.596	57000	
	Tallo Louriago for 21 draio Roa	anajo on tino riodio.		•	01 /0	170	1 /0	1 /0	10 /0	0 /0	•	3.100	•	3.000	0,000	
ast	From:		I-295													
East 64	Henrico County	0.67	26000	G	97%	0%	1%	1%	2%	0%	F	0.125	F		29000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	55000	G	97%	0%	0%	1%	2%	0%	F	0.105	F	0.595	61000	
	То:	US 250	Near Short	Pump												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

		Herrico ivia					Tru	ck			K		Dir		—
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
East	From:	US 250 N	lear Short Pump)											
64)	Henrico County		36000 G	97%	0%	1%	1%	2%	0%	F	0.112	F		40000	G
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route: 6	69000 G	97%	0%	0%	1%	2%	0%	F	NA			77000	(
ast	To: From:	Gas	skins Rd												
64)	Henrico County	1.39 4	16000 A	97%	0%	1%	1%	2%	0%	С	0.128	Α		51000	
3.9	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 9	92000 A	97%	0%	0%	1%	2%	0%	С	0.112	Α		102000	
	To. Econo	Par	rham Rd												
ast 64	Henrico County	2.03 4	17000 G	97%	0%	1%	1%	2%	0%	F	0.109	F		52000	
4)	Combined Traffic Estimates for 2 Parallel Roadways or			97%	0%	0%	1%	2%	0%	F	0.095	F	0.620	107000	
	To:		; Glenside Dr	0170	070		170	270	070	•	0.000	•	0.020	107000	
est	From:														
4	Henrico County		54000 F	97%	0%	1%	1%	2%	0%	F	0.091	F		54000	
	Combined Traffic Estimates for 2 Parallel Roadways or	1 this Route: 11	11000 F	97%	0%	0%	1%	2%	0%	F	0.093	F	0.525	112000	
ıst	To: From:	US 33 St	taples Mill Rd												
ast 4	Henrico County	1.19 6	60000 G	97%	0%	1%	1%	2%	0%	F	0.085	F		67000	
	Combined Traffic Estimates for 2 Parallel Roadways of			97%	0%	0%	1%	2%	0%	F	0.087	F	0.586	146000	
unt .	To: From:		Richmond County Line												
ast 4	City of Richmond (Maint: 43)		60000 G	97%	0%	1%	1%	2%	0%	F	0.085	F		67000	
7	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route: 1;		97%	0%	0%	1%	2%	0%	F	NA			146000	
	та:		95; I-195												
ast South	City of Dishard (Mainty 42)			040/	40/	40/	40/	C 0/	00/	_	0.070	_		75000	
95	City of Richmond (Maint: 43) Combined Traffic Estimates for 2 Parallel Roadways or		77000 F	91% 92%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F	0.078 0.075	F F	0.584	75000 149000	
	Combined Trainic Estimates for 2 Farallel Roadways of			9270	170	176	170	070	0%	г	0.075	Г	0.364	149000	
ast South	From:	SR 161	1 Boulevard												
34) (95)	City of Richmond (Maint: 43)		73000 A	91%	1%	1%	1%	6%	0%	С	0.090	Α		77000	
	Combined Traffic Estimates for 2 Parallel Roadways or	1 this Route: 14	43000 A	92%	1%	1%	1%	6%	0%	С	0.087	Α		152000	
ast South	To: From:	Leigh S	St, Gilmer St												
4) (95)	City of Richmond (Maint: 43)	0.28 6	60000 F	91%	1%	1%	1%	6%	0%	F	0.090	Ν		60000	
	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route: 12	25000 F	92%	1%	1%	1%	6%	0%	F	NA			125000	
. 0	To: From:	US 1, US 3	301 Belvidere S	it											
South 95	City of Richmond (Maint: 43)	0.25 4	16000 F	91%	1%	1%	1%	6%	0%	F	0.090	N		46000	
4) (95)	Combined Traffic Estimates for 2 Parallel Roadways or			92%	1%	1%	1%	6%	0%	F	NA	14		115000	
	To		st Interchange	02/0	. 70		. 70	3 70	- 70						
ast 64)	From						46.	45.				_			
64)	City of Richmond (Maint: 43)		18000 G 96000 G	94% 95%	1% 1%	1% 1%	1% 1%	4% 3%	0% 0%	F	0.099	F F	0.614	50000 100000	
	Combined Traffic Estimates for 2 Parallel Roadways or														

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

			iviaintenar					Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q)
ast	From:	US 360 I	Mechanicsvi	lle Tpke				017.540				. 4010.				
64)	City of Richmond (Ma	aint: 43) 0.25	38000	G	94%	1%	1%	1%	4%	0%	F	0.097	F		39000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	74000	G	95%	1%	1%	1%	3%	0%	F	0.078	F	0.590	77000	(
	To	MI	ECL Richmo	ond			\neg									
<u>=ast</u> 64)	Henrico Count	tv 0.77	38000	G	94%	1%	1%	1%	4%	0%	F	0.097	F		39000	
64)	Combined Traffic Estimates for 2 Parallel I	•		G	95%	1%	1%	1%	3%	0%	F	NA	•		77000	
	To Tarillo Lournated To 2 1 drainor 1				3070	170		170	070	070	•	14/			77000	
East 64)	From:		VCL Richmo													
64)	City of Richmond (Ma	,	38000	G	94%	1%	1%	1%	4%	0%	F	0.097	F		39000	
~	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	74000	G	95%	1%	1%	1%	3%	0%	F	NA			77000	
East	To: From:	Е	CL Richmon	nd												
64)	Henrico Count	ty 0.10	38000	G	94%	1%	1%	1%	4%	0%	F	0.097	F		39000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	74000	G	95%	1%	1%	1%	3%	0%	F	NA			77000	
	To:	SR 3	33 Nine Mile	e Rd			<u> </u>									
East 64)	Henrico Count		29000	G	94%	1%	1%	1%	4%	0%	F	0.101	F		31000	
64)	Combined Traffic Estimates for 2 Parallel I	,		G	95%	1%	1%	1%	3%	0%	F	0.082	· F	0.629	59000	
	To Tarillo Lournated To 2 1 drainor 1				3070	170		170	070	070	•	0.002	•	0.020	00000	
East	From:		aburnum Av													
64)	Henrico Count	,	24000	Α	94%	1%	1%	1%	4%	0%	С	0.116	Α		25000	
~	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	47000	Α	95%	1%	1%	1%	3%	0%	С	0.092	Α		50000	
ast	To: From:	SR	156 Airport	Dr												
East 64)	Henrico Count	ty 4.07	16000	G	90%	1%	1%	1%	7%	0%	С	0.107	F		17000	
\bigcirc	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	32000	G	90%	1%	1%	1%	7%	0%	С	0.088	F	0.685	34000	
	To: From:		I-295				┰									
East 64)	Henrico Count	ty 2.84	33000	G	90%	1%	1%	1%	8%	0%	F	0.086	F		29000	
64)	Combined Traffic Estimates for 2 Parallel I	•		G	90%	1%	1%	1%	8%	0%	F	0.08	F	0.511	60000	
	To:		Kent County		0070	170		170	070	070	·	0.00	·	0.011	00000	
East	From:		I-64 E													_
Ramp From I-64 E to I-	295 S (E) Henrico Count	ty 0.29	14000	G	88%	1%	2%	2%	8%	0%	С	NA			14000	
\smile	Tor		I-295 S													
ast	From:		I-64 East													
Ramp	Henrico Count	,	1500	F								NA			1500	
<u> </u>	To:	SR 33	3 Staples Mi	ll Rd												
Vest 64)	From:		nland County										_			
64)	Henrico Count	,	31000	F	87%	1%	1%	1%	10%	0%	F	0.118	F		29000	
\sim	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	61000	F	87%	1%	1%	1%	10%	0%	F	0.108	F	0.596	57000	

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

		Hellico ivi						Tru	ck			K		Dir		
Route	Jurisdiction	Length I	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
West	From:		I-295					017.000				. 4010.		. 4010.		
64)	Henrico County	0.79	29000	G	97%	0%	0%	1%	2%	0%	F	0.119	F		32000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	55000	G	97%	0%	0%	1%	2%	0%	F	0.105	F	0.595	61000	G
West	To. From:	US 250 N	Near Short	t Pump												
64)	Henrico County	1.67	34000	G	97%	0%	0%	1%	2%	0%	F	0.114	F		38000	G
04)	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	69000	G	97%	0%	0%	1%	2%	0%	F	NA			77000	G
	Tas	G	askins Rd													
Vest	Henrico County		45000	Α	97%	0%	0%	1%	2%	0%	С	0.132	Α		51000	A
64	Combined Traffic Estimates for 2 Parallel Roadways on			A	97%	0%	0%	1%	2%	0%	С	0.132	A		102000	-
	Tollied Traine Estimates for 21 arailer roadways on				31 /0	070	——————————————————————————————————————	1 /0	270	076	C	0.112	^		102000	,
Vest	From:		arham Rd								_		_			
64)	Henrico County		49000	G	97%	0%	0%	1%	2%	0%	F -	0.113	F		55000	(
_	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	96000	G	97%	0%	0%	1%	2%	0%	F	0.095	F	0.620	107000	(
Vest	To: From:	US 250	0; Glensid	le Dr												
64)	Henrico County	1.53	57000	F	97%	0%	0%	1%	2%	0%	F	0.100	F		58000	ı
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	111000	F	97%	0%	0%	1%	2%	0%	F	0.093	F	0.525	112000	ı
Vest	To: From:	US 33 S	Staples Mi	ill Rd			\Box									
64)	Henrico County	0.71	70000	G	97%	0%	0%	1%	2%	0%	F	0.094	F		79000	(
9.)	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	130000	G	97%	0%	0%	1%	2%	0%	F	0.087	F	0.586	146000	(
	To:		L Richmon													
Vest	City of Richmond (Maint: 43)		co County : 70000	Line G	97%	0%	0%	1%	2%	0%	_	0.094	F		79000	(
64	City of Richmond (Maint: 43) Combined Traffic Estimates for 2 Parallel Roadways on			G	97%	0%	0%	1%	2%	0%	F	0.094 NA	Г		146000	
	Tollowing Trainic Estimates for 21 arailer roadways on				31 /0	070	——————————————————————————————————————	1 /0	270	076	'	INA			140000	`
Vest North	From		-95; I-195													
64 95	City of Richmond (Maint: 43)		74000	F	92%	1%	1%	1%	5%	0%	F	0.079	F		73000	F
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	151000	F	92%	1%	1%	1%	6%	0%	F	0.075	F	0.584	149000	ı
Vest North	To: From:	SR 16	61 Boulev	ard												
64) (95)	City of Richmond (Maint: 43)	1.97	70000	Α	92%	1%	1%	1%	5%	0%	С	0.088	Α		75000	,
\circ	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	143000	Α	92%	1%	1%	1%	6%	0%	С	0.087	Α		152000	,
Vest North	To: From:	US 1, US	301 Belvi	idere St												
64) (95)	City of Richmond (Maint: 43)	0.24	65000	F	92%	1%	1%	1%	5%	0%	F	0.088	Ν		65000	1
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	125000	F	92%	1%	1%	1%	6%	0%	F	NA			125000	F
	To:	Cham	nberlayne A	Ave												
West North	City of Richmond (Maint: 43)		69000	F	92%	1%	1%	1%	5%	0%	F	0.088	N		69000	
64 95	City of Richmond (Maint: 43) Combined Traffic Estimates for 2 Parallel Roadways on			F	92%	1%	1%	1%	5% 6%	0%	F	0.066 NA	IN		115000	
	Combined Traine Estimates for 2 Farallel Noadways of	una moute. I	113000	r	JZ /0	1 /0	1 /0	1 /0	0 /0	U /0	Г	14/4			113000	Г

Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

			Maintenand					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Vest	From:	I-95	East Interchar	nge												
64)	City of Richmond (Mai	nt: 43) 1.70	48000	G	95%	1%	1%	1%	3%	0%	F	0.090	F		50000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	96000	G	95%	1%	1%	1%	3%	0%	F	0.08	F	0.614	100000	G
A/ - /	To	MI	ECL Richmon	d			_									
West 64	Henrico County	0.06	48000	G	95%	1%	1%	1%	3%	0%	F	0.090	F		50000	G
04)	Combined Traffic Estimates for 2 Parallel Ro			G	95%	1%	1%	1%	3%	0%	F	NA	•		100000	_
	To-	<u> </u>	Mechanicsville			.,,		.,,	0,0	0,0	•				.00000	
West	From:			•							_		_			_
64	Henrico County		36000	G	95%	1%	1%	1%	3%	0%	F _	0.103	F	0.500	37000	G
	Combined Traffic Estimates for 2 Parallel Ro			G	95%	1%	1%	1%	3%	0%	F	0.078	F	0.590	77000	G
Vest	To: From:	MV	VCL Richmor	nd												
64)	City of Richmond (Mai	nt: 43) 0.24	36000	G	95%	1%	1%	1%	3%	0%	F	0.103	F		37000	G
\circ	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	74000	G	95%	1%	1%	1%	3%	0%	F	NA			77000	G
Nont	Tac From:	E	CL Richmond													
Nest 64)	Henrico County	0.43	36000	G	95%	1%	1%	1%	3%	0%	F	0.103	F		37000	(
04)	Combined Traffic Estimates for 2 Parallel Ro		74000	G	95%	1%	1%	1%	3%	0%	F	NA			77000	(
	Too		8 Nine Mile R	oad												
Vest	From:				050/	407	40/	40/	00/	00/	_	0.000	_		00000	,
64	Henrico County		27000	G	95%	1% 1%	1%	1%	3%	0%	F	0.099	F F	0.620	29000	(
	Combined Traffic Estimates for 2 Parallel Ro			G	95%	170	1%	1%	3%	0%	Г	0.082	Г	0.629	59000	(
Vest	Tron: From:	L	aburnum Ave													
64)	Henrico County	1.99	24000	Α	95%	1%	1%	1%	3%	0%	С	0.123	Α		25000	A
\smile	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	47000	Α	95%	1%	1%	1%	3%	0%	С	0.092	Α		50000	P
Vest	To: From:	SR	156 Airport D)r												
64)	Henrico County	3.62	16000	G	91%	1%	1%	1%	6%	0%	С	0.121	F		17000	
04)	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	32000	G	90%	1%	1%	1%	7%	0%	С	0.088	F	0.685	34000	
	Toc		I-295													
West	From: Laborica County	1.06	34000	N	90%	1%	40/	40/	7%	00/	N.	0.002	N		20000	١
64	Henrico County Combined Traffic Estimates for 2 Parallel Ro			N N	90%	1%	1% 1%	1% 1%	7% 8%	0% 0%	N N	0.093 NA	IN		30000 60000	1
	Combined Trainic Estimates for 2 Farallel Ri				90%	170	170	170	070	0%	IN	INA			60000	'
Vest	Tron: From:	Ur	ban Boundary	/												
64)	Henrico County		34000	G	90%	1%	1%	1%	7%	0%	F	0.093	F		30000	(
\smile	Combined Traffic Estimates for 2 Parallel Ro			G	90%	1%	1%	1%	8%	0%	F	0.08	F	0.511	60000	(
	To:	New I	Kent County I	Line												
West 64) Ramp From I-64 W to	From:	0.05	I-64 W 14000		0007	0%		007	407	007	_	NA			4.4000	(
	I-295 S (E) Henrico County	0.25	7/11/11/1	G	98%	114/2	1%	0%	1%	0%	С	KI/			14000	- 1

		TIGITICO	Maintenance /	TICA											
Route	Jurisdiction	Length	AADT Q	A 4Tire	e Bus		Trι			QC	K	QK	Dir	AAWDT	- Q\
						2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor		
	From:		Brook Rd, 43-751		00/	40/	00/	00/	00/	_	0.00	_	0.554	40000	,
Parham Rd	Henrico County	0.78	37000 G -95, 43-7518	98%	0%	1%	0%	0%	0%	F	0.09	F	0.554	40000	(
			<i>'</i>												
Davids Control	From:		nite Pkwy Bridge	000/	00/		00/	40/	00/	_	NIA			00000	
76 Powhite Pkwy	City of Richmond (Maint	t: 43) 0.66	93000 G	98%	0%	0%	0%	1%	0%	F	NA			92000	(
	To: From:		SR 146												
76) Powhite Pkwy	City of Richmond (Maint	t: 43) 0.94	71000 G	98%	0%	0%	0%	1%	0%	F	0.115	F	0.737	80000	(
<i></i>	To:		I-195												
orth	From:		es River Bridge												
95)	City of Richmond (Maint	t: 43) 0.40	50000 G	89%	1%	1%	1%	8%	0%	F	NA			59000	(
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	94000 G	89%	1%	1%	1%	8%	0%	F	NA			113000	(
o wile	To: From:	SR 195 D	owntown Express	way											
orth 95)	City of Richmond (Maint	t: 43) 0.62	55000 G	89%	1%	1%	1%	8%	0%	F	0.089	F		57000	(
90)	Combined Traffic Estimates for 2 Parallel Roa	,				1%	1%	8%	0%	F	0.082	F	0.555	112000	
	- Tame Estimates for 21 arailer Not			0370	170	170	1 70	070	070		0.002	'	0.000	112000	
orth	From:	US	250 Broad St												
95)	City of Richmond (Maint	t: 43) 0.92	55000 N	89%	1%	1%	1%	8%	0%	Ν	0.089	Ν		57000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	107000 N	89%	1%	1%	1%	8%	0%	Ν	NA			112000	
	To	I-64 S	outh Interchange												
orth East	City of Richmond (Maint	t: 43) 0.30	69000 F	92%	1%	1%	1%	5%	0%	_	0.088	N		69000	
95 64	Combined Traffic Estimates for 2 Parallel Roa	,		92%		1%	1%	5% 6%	0%	F	NA	IN		115000	
	Combined Tranic Estimates for 2 Parallel Roa			9270	170	170	170	070	0%	Г	INA			113000	
orth East	To: From:	Cha	mberlayne Ave												
95) (64)	City of Richmond (Maint	t: 43) 0.24	65000 F	92%	1%	1%	1%	5%	0%	F	0.088	Ν		65000	- 1
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	125000 F	92%	1%	1%	1%	6%	0%	F	NA			125000	
	To:	US 1 U	S 301 Belvidere	St											
orth East	Prom:	· ·			40/	40/	40/	5 0/	00/	_	0.000	^		75000	
95) (64)	City of Richmond (Maint	,	70000 A			1%	1%	5%	0%	С	0.088	A		75000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	143000 A	92%	1%	1%	1%	6%	0%	С	0.087	Α		152000	
orth East	To: From:	SR	161 Boulevard												
95) (64)	City of Richmond (Maint	t: 43) 0.78	74000 F	92%	1%	1%	1%	5%	0%	F	0.079	F		73000	
39 (04)	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	151000 F	92%	1%	1%	1%	6%	0%	F	0.075	F	0.584	149000	
	To:	I 64 Nort	h Interchange; I-	105											
orth	From:											_			
95)	City of Richmond (Maint		44000 G			1%	1%	7%	1%	F	0.074	F		46000	(
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	99000 G	90%	1%	1%	1%	7%	1%	F	0.074	F		101000	(
orth	To: From:	NCL F	Richmond, SR 16	1											
orth	Henrico County	0.91	44000 N	90%	1%	1%	1%	7%	1%	Ν	0.074	Ν		46000	
95)	Combined Traffic Estimates for 2 Parallel Roa					1%	1%	7%	1%	N	NA	. •		101000	
	Dombinou Traino Estillates foi Z i alallei Noc	aurrays on this Noule.	JJUUU IN	JU /0	1/0	1 /0	1 /0	1 /0	1 /0	1.14	1 1/			101000	- 1

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

	Henrico Mai	intenance Ar	ea											
Route	Jurisdiction Length A	ADT 04	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
Noute	Sunsaiction Length A	אטו עא	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QVV
North	From: US 11	Brook Rd												
95)	Henrico County 0.30 43	3000 G	90%	1%	1%	1%	7%	1%	F	0.080	F		44000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 92	2000 G	90%	1%	1%	1%	7%	1%	F	0.079	F	0.582	94000	G
N	US 301 Cha	amberlayne Ave												
North	1100.	8000 A	90%	1%	1%	1%	7%	1%	С	0.097	Α		49000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96		90%	1%	1%	1%	7%	1%	С	0.097	A		98000	A
			90%	170	176	170	170	1 70	C	0.090	А		90000	A
North	From: SR 73 I	Parham Rd												
95)	Henrico County 1.47 47	7000 F	90%	1%	1%	1%	7%	1%	F	0.083	F		48000	F
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 92	2000 F	90%	1%	1%	1%	7%	1%	F	0.079	F	0.576	94000	F
	_ Tax	[-295			— —									
North	rrom:		050/	40/	40/	40/	440/	40/	_	0.070	_		F7000	_
95)		3000 F	85%	1%	1%	1%	11%	1%	-	0.072	F		57000	-
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12	28000 F County Line	85%	1%	1%	1%	11%	1%	F	NA			121000	F
		•												
North Romp		5 North NA								NA			NΙΛ	
95 Ramp	. ,	o 7th Street			1					INA			NA	
South		aury St 5000 G	89%	1%	1%	1%	8%	0%	_	NA			54000	G
95	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 94								F					
			89%	1%	1%	1%	8%	0%	Г	NA			113000	G
South	From: SR 195 Do	owntown Expy												
95)	City of Richmond (Maint: 43) 0.45 52	2000 G	89%	1%	1%	1%	8%	0%	F	0.078	F		54000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 10	7000 G	89%	1%	1%	1%	8%	0%	F	0.082	F	0.555	112000	G
	To: US 250	0 Broad St												
South	11011.		000/	40/	40/	40/	00/	00/		0.070			F.4000	
95	,	2000 N	89%	1%	1%	1%	8%	0%	N	0.078	N		54000	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 10	7000 N	89%	1%	1%	1%	8%	0%	Ν	NA			112000	Ν
South East	To: From: I-64 South	h Interchange												
95) (64)	City of Richmond (Maint: 43) 0.25 46	6000 F	91%	1%	1%	1%	6%	0%	F	0.090	Ν		46000	F
30 04	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 11	5000 F	92%	1%	1%	1%	6%	0%	F	NA			115000	F
		01 Belvidere St												
South East	1000.													
95) (64)	, , , , , , , , , , , , , , , , , , , ,	0000 F	91%	1%	1%	1%	6%	0%	F	0.090	Ν		60000	F
\sim	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12	25000 F	92%	1%	1%	1%	6%	0%	F	NA			125000	F
South Fact	To: From: Leigh St	t; Gilmer St												
South East 64	City of Richmond (Maint: 43) 2.19 73	3000 A	91%	1%	1%	1%	6%	0%	С	0.090	Α		77000	Α
95 64	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 14		92%	1%	1%	1%	6%	0%	С	0.030	Α		152000	A
			JZ /0	1 /0	1/0	1 /0	U /0	U /0	C	0.007	^		132000	^
	¹⁰² SR 161	Boulevard												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

		Henrico Mai	interiance A	ea							- 14				
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	r					2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
South East	City of Richmond (Maint: 43)		Boulevard F	91%	1%	1%	1%	6%	0%	_	0.078	F		75000	F
95 64	Combined Traffic Estimates for 2 Parallel Roadway			92%	1%	1%	1%	6%		-	0.075	F	0.584	149000	F
	Combined Trainic Estimates for 2 Farallel Roadway				170	170	170	070	0%	Г	0.075	Г	0.364	149000	Г
South	From:	I-64 North In	nterchange, I-19	95											
95)	City of Richmond (Maint: 43)	0.82 5 4	4000 N	90%	1%	1%	1%	7%	1%	Ν	NA			55000	Ν
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 99	9000 N	90%	1%	1%	1%	7%	1%	Ν	NA			101000	Ν
South	Ta: From:	SI	R 161												
South 95	City of Richmond (Maint: 43)	0.19 5 4	4000 G	90%	1%	1%	1%	7%	1%	F	NA			55000	G
95)	Combined Traffic Estimates for 2 Parallel Roadway			90%	1%	1%	1%	7%	1%	F	0.074	F		101000	G
	To		Richmond				.,.		.,.	-		-			
South	From:			000/	40/	40/	407	7 0./	407					55000	
95	Henrico County		4000 N	90%	1%	1%	1%	7%	1%	N	NA			55000	N
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 99	9000 N	90%	1%	1%	1%	7%	1%	N	NA			101000	N
South	To: From:	US 1 !	Brook Rd												
South 95	Henrico County	1.06 50	0000 G	90%	1%	1%	1%	7%	1%	F	0.087	F		51000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 97	2000 G	90%	1%	1%	1%	7%	1%	F	0.079	F	0.582	94000	G
0 4	Tax	US 301 Cha	amberlayne Ave)		\neg									
South 95	Henrico County	1.60 48	8000 A	90%	1%	1%	1%	7%	1%	С	0.1	Α		49000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadway			90%	1%	1%	1%	7%	1%	С	0.090	Α		98000	Α
	To:		Parham Rd		1,70		1 70	1 70	170		0.000	,,		00000	, ,
South	From:														
95	Henrico County		5000 F	90%	1%	1%	1%	7%	1%	F	0.098	F		46000	F
V	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 92	2000 F	90%	1%	1%	1%	7%	1%	F	0.079	F	0.576	94000	F
South	To: From:	I	I-295			\Box \vdash									
95)	Henrico County	0.98 65	5000 F	85%	1%	1%	1%	12%	1%	F	0.077	F		63000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 12	28000 F	85%	1%	1%	1%	11%	1%	F	NA			121000	F
	То:	Hanover	County Line												
South	From:		5 South												
95 Ramp	Henrico County		3000 F								NA			23000	F
	To:		95 East												
	From:		owhite Pkwy									_			
146	City of Richmond (Maint: 43)		2000 G	99%	0%	0%	0%	0%	0%	С	0.111	F	0.778	26000	G
	10:		wntown Expwy												
Huguanet Bd	Hanriag County		Memorial Bridge 6000 G	99%	00/	00/	00/	00/	00/	C	0.100	F	0.633	20000	G
147 Huguenot Rd	Henrico County			99%	0%	0%	0%	0%	0%	С	0.100	Г	0.623	28000	G
	To: From:		6 River Rd												
147 River Rd	Henrico County		6000 N	99%	0%	0%	0%	0%	0%	N	0.085	N	0.568	28000	N
<u> </u>	10:	WCL I	Richmond												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

Desta	Lorden Martin	Learnite AADT	OA 4T	D		Tru	ıck			K	01/	Dir	4 4 1 4 / D.T.	014
Route	Jurisdiction .	Length AADT	QA 4T	ire Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	43-7518 Parham							_		_			_
150 Chippenham Pkwy	Henrico County	1.25 36000	G 98	3% 0%	1%	0%	1%	0%	F	0.105	F	0.522	39000	G
	10	NCL Richmon												
	From:	Charles City Coun							_		_			_
156) 5 New Market Rd	Henrico County	1.72 2300	G 93	3% 1%	1%	2%	4%	0%	F	0.088	F	0.739	2500	G
<u> </u>	To: From:	W SR 5												
(156) Willis Church Rd	Henrico County	3.70 220	G 97	7 % 0%	1%	0%	1%	0%	F	0.108	F	0.619	240	G
\smile	To:	Charles City I												
Charles City Del	Hanrian County	Willis Church		70/ 00/	40/	00/	40/	00/	_	0.000	_	0.045	2222	
156 Charles City Rd	Henrico County	1.19 2000 Elko Rd	G 97	7% 0%	1%	0%	1%	0%	F	0.090	F	0.645	2200	G
	From:	Charles City I	Rd											
156 Elko Rd	Henrico County	4.40 1800	G 97	' % 0%	1%	0%	1%	0%	С	0.099	F	0.6	1900	G
130)	Tod	Ell E . D	1											
150 Elko Pd	Henrico County	Elko Tract R 0.54 4400	G 97	7 % 0%	1%	0%	1%	0%	F	0.100	F	0.757	4800	G
156 Elko Rd	Tierinco County		G 91	/0 0/0	1 /0	0 /6	1 /0	0 /6	-	0.100	-	0.737	4000	G
	To: From:	E US 60												
156 (60) (33) Williamsburg Rd	Henrico County	2.24 14000	A 93	3% 1%	1%	2%	3%	0%	С	0.117	Α	0.638	14000	Α
	To- From:	I-295												
156 60 33 Williamsburg Rd	Henrico County	1.38 14000	G 93	3% 1%	1%	1%	3%	0%	F	0.094	F	0.527	15000	G
	To: From:	NINE MILE RD												
(156) (60) Williamsburg Rd	Henrico County	1.50 13000	G 93	3% 1%	1%	1%	3%	0%	F	0.093	F	0.571	14000	G
\bigcirc	To:	US 60	D.1											
156 Airport Dr	Henrico County	US 60 Williamsbu 0.75 32000	F 94	l% 1%	1%	1%	3%	0%	С	0.08	F		35000	F
156 All port Di	Tiering County		1 34	F/0 1/0	170	1 /0	370	070	C	0.00	'		33000	'
	To- From:	I-64							_		_			
156 Airport Dr	Henrico County	0.55 22000	G 94	l% 1%	1%	1%	3%	0%	F	0.085	F	0.576	24000	G
<u> </u>	To: From:	SR 33 Nine Mil	e Rd											
156 Airport Dr	Henrico County	1.86 16000	G 94	l% 1%	1%	1%	3%	0%	С	0.094	F	0.564	18000	G
\smile	To:	I-295			-									
Airport Dr	Henrico County	1.09 5600	G 96	5% 0%	1%	2%	1%	0%	F	0.103	F	0.754	6100	G
130) *	To:	Hanover County		.,.	i									_
	From:	SR 6 Patterson A	venue											
(157) Gaskins Rd	Henrico County	0.82 20000	G 99	9% 0%	1%	0%	0%	0%	F	0.103	F	0.571	21000	G
197) Gustimis 110				.,,,		0,0	0,0	0,0	•	000	•	0.0.		Ū
Outros P.I	From:	Quioccasin R		20/ 00/		00/	00/	00/	_	0.000	_	0.00	4.4000	_
Quioccasin Rd	Henrico County	0.63 13000	G 99	9% 0%	1%	0%	0%	0%	F	0.093	F	0.63	14000	G
	From:	Pemberton R Quioccasin R												
157) Pemberton Rd	Henrico County	1.47 8900	G 99	9% 0%	1%	0%	0%	0%	F	0.105	F	0.530	9700	G
<u> </u>	To	Three Chopt I	Rd											
157) Pemberton Rd	Henrico County	1.17 11000	G 99	9% 0%	1%	0%	0%	0%	С	0.112	F	0.594	12000	G
	To:	US 250 Broad												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

		Tioimeo	iviaintenan	007110				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	U	S 250 Broad S	St												
157)Springfield Rd	Henrico County	0.59	18000	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.504	19000	G
	To- From:		Hungary Rd										_			
Springfield Rd	Henrico County	0.97	18000	G	99%	0%	0%	0%	0%	0%	С	0.104	F	0.575	20000	(
Carinatiald Dd	To From:	/ 1.78	Nuckols Rd 6300	G	99%	0%	0%	0%	0%	0%	F	0.120	F	0.545	6800	(
Springfield Rd	Henrico County	-			99%	0%	0%	0%	0%	0%	Г	0.120	Г	0.545	6600	,
157)Springfield Rd	Henrico County		rancistown Ro	N N	99%	0%	0%	0%	0%	0%	N	0.120	N	0.545	6800	
157 Ophinghold 1 to	To:		3 Staples Mil		0070	070	70	070	070	070	.,	0.120		0.040	0000	
	From	N	CL Richmon	d												
161) Lakeside Ave	Henrico County	/ 0.35	16000	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.574	17000	(
<u></u>	Too From:	Ι	Oumbarton Rd													
161)Lakeside Ave	Henrico County		14000	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.591	15000	(
<u> </u>	To: From:		356 Hilliard Lakeside Ave													
Hilliard Rd	Henrico County		7800	G	98%	0%	1%	0%	1%	0%	С	0.117	F	0.657	8500	
<u> </u>	To:	U	S 1; Brook R	d												
lorth	From-		Downtown I													
195)	City of Richmond (Ma	•	13000	G	98%	0%	0%	0%	1%	0%	F	0.168	F		15000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	24000	G	98%	0%	0%	0%	1%	0%	F	0.126	F	0.725	28000	
orth	To- From:	SR ′	76 Powhite Pl	cwy												_
195)	City of Richmond (Ma	int: 43) 0.79	34000	Α	98%	0%	0%	0%	1%	0%	С	0.156	Α		39000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	70000	Α	98%	0%	0%	0%	1%	0%	С	0.135	Α		80000	
orth	To- From:	,	Thompson St													
195)	City of Richmond (Ma	nint: 43) 0.41	36000	G	98%	0%	0%	0%	1%	0%	F	0.116	F		41000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	72000	G	98%	0%	0%	0%	1%	0%	F	0.102	F	0.567	83000	(
o with	To- From:	US 33	3 US 250 Bro	ad St												
lorth	City of Richmond (Ma	int: 43) 0.45	39000	G	98%	0%	0%	0%	1%	0%	F	0.118	F		46000	
193)	Combined Traffic Estimates for 2 Parallel R			G	98%	0%	0%	0%	1%	0%	F	NA			99000	
	To:		CL Richmon	d												
orth	From: — Henrico County		39000	G	98%	0%	0%	0%	1%	0%	F	0.118	F		46000	
95)	Combined Traffic Estimates for 2 Parallel R			G	98%	0%	0%	0%	1%	0%	F	NA	г		99000	
	To To		CL Richmond		JU /0	0 /0		U /0	1 /0	U /0						
lorth	From:															
195	City of Richmond (Ma	,	39000	G	98%	0%	0%	0%	1%	0%	F	0.118	F		46000	(
	Combined Traffic Estimates for 2 Parallel R		86000 97 Laburnum	G	98%	0%	0%	0%	1%	0%	F	0.118	F		99000	(

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

								Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
lorth	From:	SR 19	7 Laburnum	Ave			2,000	017 040	TTTG	Ziran		1 40101		1 40101		
95)	City of Richmond (Ma		39000	N	98%	0%	0%	0%	1%	0%	Ν	0.118	Ν		46000	١
39	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	86000	N	98%	0%	0%	0%	1%	0%	Ν	NA			99000	ı
	To:	•	I-95													
outh	From:	SR 195	Downtown l	Expwy												
195)	City of Richmond (Ma	aint: 43) 0.61	11000	G	98%	0%	0%	0%	1%	0%	F	0.193	F		13000	(
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	24000	G	98%	0%	0%	0%	1%	0%	F	0.126	F	0.725	28000	(
4	To: From:	SR 76	6 Powhite Pl	kwy												
95)	City of Richmond (Ma	aint: 43) 0.22	36000	Α	98%	0%	0%	0%	1%	0%	С	0.147	Α		41000	
95)	Combined Traffic Estimates for 2 Parallel R	,		Ā	98%	0%	0%	0%	1%	0%	С	0.147	Α		80000	
	Combined Trainic Estimates for 21 draile in				30 /0	070	070	070	1 /0	076	C	0.155	^		00000	
uth	From:		Grove Ave													
95)	City of Richmond (Ma	aint: 43) 0.65	36000	G	98%	0%	0%	0%	1%	0%	F	0.115	F		41000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	72000	G	98%	0%	0%	0%	1%	0%	F	0.102	F	0.567	83000	
uth	To: From:	US 33	US 250 Bro	ad St												
95)	City of Richmond (Ma	aint: 43) 0.65	46000	G	98%	0%	0%	0%	1%	0%	F	0.105	F		53000	
90)	Combined Traffic Estimates for 2 Parallel R	,		G	98%	0%	0%	0%	1%	0%	F	NA	•		99000	
	Tallio Estillates for 2 Faranci Fi	,			0070	070		070	170	070	•	1471			00000	
outh	From:	NC	CL Richmon	ıd												
95)	City of Richmond (Ma	aint: 43) 0.37	46000	G	98%	0%	0%	0%	1%	0%	F	0.105	F		53000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	86000	G	98%	0%	0%	0%	1%	0%	F	NA			99000	
with	To: From:	SC	L Richmon	d			\Box									
95)	City of Richmond (Ma	aint: 43) 0.07	46000	G	98%	0%	0%	0%	1%	0%	F	0.105	F		53000	
93)	Combined Traffic Estimates for 2 Parallel R	,		G	98%	0%	0%	0%	1%	0%	F	NA	-		99000	
	To:	,			0070	070		070	170	070	•				00000	
outh	From:		7 Laburnum													
95)	City of Richmond (Ma	,	46000	N	98%	0%	0%	0%	1%	0%	N	0.105	Ν		53000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:		N	98%	0%	0%	0%	1%	0%	N	NA			99000	
	10:		I-95													
orth	From:	1 . (0)	I-95 S								_					
95 Downtown Expressway	City of Richmond (Ma	,	14000	G	99%	0%	0%	0%	0%	0%	F -	NA			16000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	32000	G	99%	0%	0%	0%	0%	0%	F	NA			28000	
orth	To: From:	Ramp	to Canal St	reet												_
Downtown Expressway	City of Richmond (Ma	aint: 43) 2.10	20000	Α	99%	0%	0%	0%	0%	0%	С	0.228	Α		25000	
	Combined Traffic Estimates for 2 Parallel R	,	40000	Α	99%	0%	0%	0%	0%	0%	С	0.157	Α		49000	
	To:		SR 146													
orth	From:				0001	00.1		001	00.	051	_		_		10005	_
95 Downtown Expressway	City of Richmond (Ma	,	10000	G	99%	0%	0%	0%	0%	0%	F	NA			12000	
_	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:		G	99%	0%	0%	0%	0%	0%	F	NA			22000	(
	To:	•	I-195 N													

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

_							Tru	ck			K		Dir		
Route	Jurisdiction	Length A		4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
South Daymetering France and a	From:		I-95 N	000/	00/		00/	007	00/	F	NIA			10000	G
195 Downtown Expressway	City of Richmond (Maint: 43)		18000 G		0%	0%	0%	0%	0%	F	NA			12000	9
	Combined Traffic Estimates for 2 Parallel Roadway			99%	0%	0%	0%	0%	0%	г	NA			28000	Ċ
outh	To: From:	Ramp to	o Byrd Street												
195) Downtown Expressway	City of Richmond (Maint: 43)	2.15 2	20000 A	99%	0%	0%	0%	0%	0%	С	0.249	Α		24000	/
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 4	10000 A	99%	0%	0%	0%	0%	0%	С	0.157	Α		49000	1
South	To: From:	S	SR 146												
195 Downtown Expressway	City of Richmond (Maint: 43)	0.24 1	11000 G	99%	0%	0%	0%	0%	0%	F	NA			10000	(
1937	Combined Traffic Estimates for 2 Parallel Roadway				0%	0%	0%	0%	0%	F	NA			22000	(
	To:		-195 S	0070	0,0		0,0	070	0,0	•					
	From:	ECL	Richmond												
197) Westwood Ave	Henrico County	0.52 1	14000 G	99%	1%	1%	0%	0%	0%	F	0.101	F	0.641	15000	(
	To:	WCL	Richmond												
	From	Goochlar	nd County Line	;											
Broad St	Henrico County	1.60 2	26000 G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.521	28000	(
~	To: From:	Laude	erdale Drive			\neg \vdash									
250 Broad St	Henrico County	0.54 3	35000 G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.514	38000	(
~	To:	SR 271 P	ouncy Tract R	1		$ \vdash$									
Broad St	Henrico County	0.84 5	59000 G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.594	62000	
*	Tac		I-64												
250 Broad St	Henrico County		14000 G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.512	46000	(
	ты		Cox Rd												
Broad St	Henrico County		19000 G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.547	52000	(
250)=10000	Tol								-,-	-		-			
Broad St	Henrico County		skins Rd 37000 G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.539	39000	(
250) Bload of	Tiermed County				070		070	070	070	•	0.001	'	0.555	33000	`
Broad St	From Henrico County	SR 157 Pemberto 1.57 4	ton Rd; Spring 15000 G		0%	0%	0%	0%	0%	С	0.088	F	0.536	48000	(
250 Bload St	Tierinico County			9970	070	<u> </u>	0 /6	076	0 /6	C	0.000		0.550	40000	,
~	To: From:		rham Rd	000/	40/		00/	00/	00/		0.000	_	0.540	00000	_
Broad St	Henrico County	0.72 3	32000 G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.513	36000	•
~	To: From:		y Springs Rd			<u> </u>						_			_
Broad St	Henrico County	1.15 3	37000 G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.569	41000	
~	To- From:		I-64												—
Broad St	Henrico County	0.90 3	36000 G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.595	41000	(
~	To- From:	Hor	rsepen Rd												
Broad St	Henrico County	1.32 2	27000 G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.503	30000	
~	То-	WCL	Richmond												
	From:		Broad Street Re												
₂₇₁)Pouncey Tract Rd	Henrico County		11000 G	97%	0%	1%	1%	0%	0%	С	0.084	F	0.534	12000	(
\smile	To:	Nu	ckols Rd												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
<u> </u>	From:		Nuckols Rd													
Pouncey Tract Rd	Henrico County	1.19	5600	G	94%	0%	1%	4%	1%	0%	F	0.13	F	0.546	6100	(
		Gooch	land County	Line												
ast 95	Henrico County	1.35	I-64 23000	G	94%	1%	1%	1%	3%	0%	_	0.118	F		25000	
95)	Combined Traffic Estimates for 2 Parallel Roadways			G	94%	0%	1%	1%	3%	0%	F	0.116	F	0.525	51000	
	Combined Trainic Estimates for 2 Parallel Roadways	East I-295 is				070	170	170	3%	0%	Г	0.112	Г	0.323	31000	
	To- From:	1	Nuckols Rd													
st 5	Henrico County	2.43	26000	G	94%	1%	1%	1%	3%	0%	F	0.129	F		28000	
15)	Combined Traffic Estimates for 2 Parallel Roadways			G	94%	0%	1%	1%	3%	0%	F	0.117	F	0.595	56000	
	Combined Traine Estimates for 21 drailer (Cadways	East 1-295 is		_		070	170	170	070	070	•	0.117	•	0.000	00000	
	To:		Staples Mi				 1									
ıst	From:															
95)	Henrico County	3.42	26000	Α	94%	1%	1%	1%	3%	0%	С	0.143	Α		29000	
	Combined Traffic Estimates for 2 Parallel Roadways			Α	94%	0%	1%	1%	3%	0%	С	0.135	Α		57000	
		East I-295 is	signed as	Sout	h I-295											
st_	To: From:	W	Voodman Ro	i												
5. 5)	Henrico County	1.34	29000	G	94%	1%	1%	1%	3%	0%	F	0.123	F		32000	
9	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	59000	G	94%	0%	1%	1%	3%	0%	F	0.111	F	0.556	65000	
	,	East I-295 is		Sout	h I-295											
	To:	US	S 1 Brook R	d												
st	From:	4.00	40000	^	0.40/	40/	40/	40/	20/	00/	_	0.400	_		47000	
95	Henrico County	1.88	16000	G	94%	1%	1%	1%	3%	0%	F	0.138	F	0.007	17000	
	Combined Traffic Estimates for 2 Parallel Roadways	East I-295 is		G	94%	0%	1%	1%	3%	0%	F	0.127	F	0.627	36000	
	_	Last 1-290 is		Soul	11-295											
st_	10: From:		I-95													
95)	Henrico County	0.17	47000	F	91%	1%	1%	1%	7%	0%	F	NA			47000	
	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	1%	1%	1%	7%	0%	F	NA			93000	
		East I-295 is	signed as	Sout	h I-295											
at	To: From:	Hano	ver County	Line			\Box									
est 95	Henrico County	0.75	37000	N	91%	1%	1%	1%	7%	0%	N	NA			37000	
15)	Combined Traffic Estimates for 2 Parallel Roadways			N	91%	1%	1%	1%	7%	0%	N	NA			74000	
	Combined Traine Estimates for 21 drailer Neadways	East I-295 is				1 /0	1 /0	1 /0	. 70	0 /0	14	14/7			1-7000	
	To:		Airport Driv													
ast	From:		•								_	_				
95)	Henrico County	1.34	24000	G	80%	1%	1%	1%	17%	0%	С	0.102	F		24000	
	Combined Traffic Estimates for 2 Parallel Roadways			G	79%	1%	1%	1%	17%	0%	С	0.090	F	0.571	50000	
	-	East I-295 is														
	To:	I-64; US 6	0 Collector	Rd Beg	in											

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

		Henrico Mair					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	From:	I-64; US 60 Co	llector Rd Beg	gin .											
295)	Henrico County	2.49 10	000 G	72%	1%	1%	1%	24%	0%	С	0.104	F		8800	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 210	000 G	70%	1%	1%	1%	27%	0%	С	0.098	F	0.508	19000	G
		East I-295 is sign	ned as Sout	h I-295											
_	To:	I-64; US 60 Co	ollector Rd En	d											
East	Honrigo County	2.22 40	000 E	700/	40/	20/	10/	100/	00/	_	0.400	F		17000	F
295	Henrico County		000 F	78%	1%	2%	1%	18%	0%	С	0.100		0.540	17000	-
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 38 0 East I-295 is sign		78%	1%	2%	1%	19%	0%	С	0.091	F	0.512	35000	F
				11 1-295											
East	To: From:	SR 895 Poca	ahontas Pkwy												
295)	Henrico County	2.91 15 0	000 G	79%	1%	1%	1%	18%	0%	F	0.101	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 30	000 G	78%	1%	1%	1%	19%	0%	F	0.091	F	0.557	27000	G
		East I-295 is sign	ned as Sout	h I-295											
	To:	SR 5 New	Market Rd												
East 295)	From:									_		_			_
295)	Henrico County		000 F	79%	1%	1%	1%	18%	0%	F	0.093	F		15000	F
	Combined Traffic Estimates for 2 Parallel Roadw	•		78%	1%	1%	1%	19%	0%	F	NA			30000	F
	To	East I-295 is sign	ned as Sout County Line	h I-295											
East	From:		County Line												
295)	Chesterfield County (Maint: 4		000 F	79%	1%	1%	1%	18%	0%	F	0.093	F		15000	F
200)	Combined Traffic Estimates for 2 Parallel Roadw	avs on this Route: 350	000 F	78%	1%	1%	1%	19%	0%	F	NA			30000	F
		East I-295 is sign													
	То:		dred Rd East												
East	From:	I-	-64												
295 Ramp	Henrico County	0.27 N	IA								NA			NA	
	To	US	S 60												
West	From:	I-	-64												
West 295	Henrico County	2.03 24	000 G	94%	0%	1%	1%	4%	0%	F	0.123	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route: 47	000 G	94%	0%	1%	1%	3%	0%	F	0.112	F	0.525	51000	G
		West I-295 is sigr	ned as Non	th I-295											
	To:	Nuck	ols Rd												
West	From:			0.407	00/	40/	407	407	00/	_	0.440	_		07000	_
295	Henrico County		000 G	94%	0%	1%	1%	4%	0%	-	0.148	F		27000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadw	•		94%	0%	1%	1%	3%	0%	F	0.117	F	0.595	56000	G
		West I-295 is sigr	ned as Non	n 1-295											
West	To: From:	US 33 Stap	oles Mill Rd												
295)	Henrico County	3.22 26 0	000 A	94%	0%	1%	1%	4%	0%	С	0.146	Α		28000	Α
200)	Combined Traffic Estimates for 2 Parallel Roadw		000 A	94%	0%	1%	1%	3%	0%	C	0.135	Α		57000	Α
		West I-295 is sign					, -			-		=			
	To		man Rd	00											

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2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
est	From:		odman Rd													
95)	Henrico County		30000	G	94%	0%	1%	1%	4%	0%	F	0.130	F		33000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	94%	0%	1%	1%	3%	0%	F	0.111	F	0.556	65000	G
		West I-295 is si			า 1-295											
/est	To: From:	US 1	l Brook Ro	1												
95)	Henrico County	1.83 1	17000	G	94%	0%	1%	1%	4%	0%	F	0.160	F		18000	G
39	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 3	33000	G	94%	0%	1%	1%	3%	0%	F	0.127	F	0.627	36000	G
		West I-295 is si	igned as	Norti	h I-295											
	To:		I-95													
est	Henrico County	0.29 4	47000	F	90%	1%	1%	1%	7%	0%	_	NA			47000	-
95	Combined Traffic Estimates for 2 Parallel Roadways			F	91%	1%	1%	1%	7%	0%	F	NA			93000	F
	Combined Trainic Estimates for 2 Farallel Roadways	West I-295 is si				170	170	170	170	076	Г	INA			93000	Г
	Tot				77200											
est	From:	Hanover	er County I	Line												
est 95)	Henrico County	1.30 3	37000	N	90%	1%	1%	1%	7%	0%	Ν	NA			37000	ı
	Combined Traffic Estimates for 2 Parallel Roadways			N	91%	1%	1%	1%	7%	0%	Ν	NA			74000	١
		West I-295 is si	igned as	Norti	h I-295											
est	To: From:	SR 156 Air	rport Drive	North												
95)	Henrico County	1.10 2	27000	G	79%	1%	1%	1%	17%	0%	С	0.094	F		26000	(
33)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 5	51000	G	79%	1%	1%	1%	17%	0%	С	0.090	F	0.571	50000	(
	•	West I-295 is si														
	To:	I-64; US 60 Williams														
est	From:					407	40/	407	000/	00/	_	0.000	_		2222	
95	Henrico County	-	11000	G	68%	1%	1%	1%	29%	0%	С	0.088	F -		9900	(
	Combined Traffic Estimates for 2 Parallel Roadways			G	70%	1%	1%	1%	27%	0%	С	0.098	F	0.508	19000	(
		West I-295 is si														
est	To; From:	I-64; US 60 Williamst	burg Rd C	ollector	Rd Begin											
95)	Henrico County	2.21 1	19000	F	77%	1%	1%	1%	19%	0%	С	0.09	F		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 3	38000	F	78%	1%	2%	1%	19%	0%	С	0.091	F	0.512	35000	F
		West I-295 is si	igned as	Norti	h I-295											
	To:	SR 895 Poc	cahontas P	arkway												
est	Henrico County	3.49 1	15000	G	78%	1%	1%	1%	19%	00/	_	0.088	_		13000	,
295	•									0% 0%			F	0.557		
	Combined Traffic Estimates for 2 Parallel Roadways			G Nort	78%	1%	1%	1%	19%	0%	Г	0.091	Г	0.557	27000	(
	To:	West I-295 is si	ew Market		11-293											
		SK J Ne	C W IVIAIKE	Nu												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Vest	From:		New Marke													
95)	Henrico Cou	unty 3.89	18000	F	78%	1%	1%	1%	19%	0%	F	0.089	N		15000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	35000	F	78%	1%	1%	1%	19%	0%	F	NA			30000	F
		West I-295 is	s signed a	s Nort	h I-295											
	To:		erfield Coun													
<u>/est</u>	From:		rico County								_					_
295)	Chesterfield County		18000	F	78%	1%	1%	1%	19%	0%	F	NA			15000	F
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	35000	F	78%	1%	1%	1%	19%	0%	F	NA			30000	F
		West I-295 is			h I-295											
	To:	SR 10	Hundred Ro	ad East												
est	From:		US 60													
95)Ramp	Henrico Cou	unty 0.27	NA									NA			NA	
	To·		I-64													
/est	From:		I-295 West													
Ramp	Henrico Cou	unty 1.53	19000	F								NA			19000	F
95/14/11	To:	1.00	I-95 North	•			\neg					14/			10000	
	T	,		a .1												
est Dans	Harrisa Car		from US 1	South								NIA			NIA	
95 Ramp	Henrico Cou	unty 0.23	NA									NA			NA	
	10.		I-295 West													
est	From:		I-295 N													
Ramp From I-295 N (W) to I-6	64 W Henrico Cou	unty 0.31	NA									NA			NA	
<u> </u>	То:		I-64 W													
/est	From:		I-295 N													
Ramp From I-295 N (W) to I-6	64 E Henrico Cou	unty 0.23	NA									NA			NA	
	To:		I-64 E													
	From:	N	CL Richmon	nd												
On Chamberlayne Ave	Henrico Cou	unty 0.55	16000	G	96%	1%	1%	0%	1%	0%	С	0.098	F	0.602	17000	(
	To:		I-95													
O1 2 Chamberlayne Ave	From: Henrico Cou	untv 0.90	17000	F	97%	0%	1%	0%	1%	0%	F	0.117	F		19000	F
,01)(2)		•										-				
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	26000	G	97%	0%	1%	0%	1%	0%	F	NA			28000	(
~_	To: From:		Upham Dr													
01 (2) Chamberlayne Ave	Henrico Cou	unty 1.57	16000	G	97%	0%	1%	0%	1%	0%	С	0.104	F	0.715	17000	(
\sim	To:		Parham Rd				\neg \vdash									
On Chamberlayne Ave	Henrico Cou	unty 0.17	27000	G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.715	30000	(
2)	То:		over County				Ti.			-,-						
	From:						===									
Chambarlayna Ava SP	Henrico Cou		9 from I-95 1	North G	97%	0%	1%	0%	1%	0%	F	0.147	F		9600	(
(2) Chamberlayne Ave SB		•											ı			
	Combined Traffic Estimates for 2 Paralle	ei Koadways on this Route:		G	97%	0%	1%	0%	1%	0%	F	NA			28000	(
	10:		Upham Dr													
	From:		3; Staples M							_		_		_		_
₃₅₆)Hilliard Rd	Henrico Cou		17000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.612	18000	(
\sim	To:	I	hornrose Av	ve	· <u></u>											

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Henrico Maintenance Area

	Henrico iv	namenar	ice Ar	ea											
					_		Tru	ıck			K		Dir		_
Jurisdiction	Length	AADT	QA	41 ire	Bus	2Axle				QC	Factor	QK	Factor	AAWDI	Q
From:	Th	ornrose Av	e												
Henrico County		16000	G	98%	0%	1%	0%	1%	0%	С	0.101	F	0.594	18000	(
Toc	11.	amaita aa Dd	ı												
Henrico County				98%	0%	1%	0%	1%	0%	F	0 101	F	0 542	22000	
To:				3070	070	170	070	1 /0	070	'	0.101	'	0.042	22000	
From:		,				1									
Henrico County				98%	0%	1%	0%	1%	0%	F	0.092	F	0.666	38000	
Tioning County					070		070	170	070	•	0.002	•	0.000	00000	
Henrica County				070/	00/	10/	00/	40/	00/		0.002		0.644	26000	
To:				9170	U70	176	076	170	0%	C	0.092	Г	0.044	30000	
Erony.						<u> </u>									
				02%	10/_	10/-	10/_	50/	10/_	F	0.136	F		9400	
•			_							-		-	0.601		
Combined Trainic Estimates for 2 Farallel Roadways				92 /0	1 /0	1 /0	1 /0	3/0	1 /0	-	0.123	-	0.001	10000	
To- From:	Lai	burnum Av	e												
Henrico County	4.94	3300	F	92%	1%	1%	1%	5%	1%	С	0.114	F		3300	
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	6500	F	92%	1%	1%	1%	5%	1%	С	0.126	F	0.554	6500	
To:	97	I-295													
Henrico County			F	02%	10/_	10/-	10/_	50/	10/_	F	NΔ			3400	
•	_		-												
To:				92 /0	1 /0	1/0	1 /0	3/0	1 /0	-	INA			0000	
From:			v I ina												
Henrico County			_	91%	1%	1%	1%	5%	1%	F	0.115	F		8300	
										F		F	0.601		
Trel				0270	.,,		.,,	0,0	. 70	•	020	•	0.00	.0000	
From:															
•		3200	F	91%		1%	1%		1%	С	0.139	F		3200	
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	6500	F	92%	1%	1%	1%	5%	1%	С	0.126	F	0.554	6500	
To: From:	CI	I-295													
Henrico County		R 895 West	F	91%	1%	1%	1%	5%	1%	F	NA			3300	
Henrico County Combined Traffic Estimates for 2 Parallel Roadways	0.43		F F	91% 92%	1% 1%	1% 1%	1% 1%	5% 5%	1% 1%	F F	NA NA			3300 6600	
	Henrico County To: From: Henrico County Combined Traffic Estimates for 2 Parallel Roadways Henrico County Combined Traffic Estimates for 2 Parallel Roadways To: Henrico County Combined Traffic Estimates for 2 Parallel Roadways To: Henrico County Combined Traffic Estimates for 2 Parallel Roadways To: Henrico County Combined Traffic Estimates for 2 Parallel Roadways To: Henrico County Combined Traffic Estimates for 2 Parallel Roadways Henrico County Combined Traffic Estimates for 2 Parallel Roadways To: Henrico County Combined Traffic Estimates for 2 Parallel Roadways	Jurisdiction Length From The The	Durisdiction Length AADT	Durisdiction Length AADT QA	Henrico County	Durisdiction Length AADT QA 4Tire Bus	Durisdiction Length AADT QA 4Tire Bus 2Axle	Length AADT QA 4Tire Bus Tric 2Axle 3+Axle 3+Axl	Durisdiction Length AADT QA 4Tire Bus Call SA-Axie Trail Call SA-Axie Trail Call Call	Length AADT QA 4Tire Bus Canada Ca	Length AADT QA 4Tire Bus Call Call	Length AADT QA 4Tire Bus Truck Truck Trail 2Trail QC Factor	Length AADT QA 4Tire Bus Combined Traffic Estimates for 2 Parallel Roadways on this Route: 6600 F 92% 1% 1% 1% 5% 1% F NA Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on this Route: Combined Traffic Estimates for 2 Parallel Roadways on	Second Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimates for 2 Parallel Roadways on this Route Combined Traffic Estimate	Durisdiction Length AADT QA 4Tire Bus AADT CAN 1Trail 2Trail 2

					пе	nrico Maint	enance Ai	ea								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Henrico County		From				Dead	End									
F100)	1.62	130	F			Deau	Elid				0.141	F	0.603	130	F	2008
		То				SR 2	271									
$\overline{}$	0.00	From	L_			Mall C	Circle					_		2000	_	2000
(F101)	0.09	6200 _{To}	F			SR 2	271				0.104	F		6200	F	2008
		From				Dead					+					
F ₁₀₃ Bohollow Dr	0.24	330	F			Detta	Liid				0.158	F	0.67	330	F	2008
		To				SR 1	157									
$\overline{}$		From	<u> </u>			Dead	End									
F106)	0.19	10 To	F			43-75	555				0.286	F	0.5	10	F	2008
		From				Dead					+					
F109)	1.81	100	F			Dead	Liid				0.146	F	0.8	100	F	2008
		To				Dead	End									
City of Richmond		*					ome ===				1					
E270	0.46	1700	F			MEADOW	STREET				0.092	F	0.568	1700	F	2008
(F270)	0.40	To				DAVIS S	TREET				0.002	<u>'</u>	0.000	1700		2000
Henrico County																
		From				SR	5								_	
F332	0.24	70	F			Dead	End				0.177	F	0.539	70	F	2008
		From	I			SR					+					
F333	0.05	NA				JK.	3				NA			NA		
		То				Dead	End									
		From				Dead	End									
F334)	0.50	2	F			42 7550 PD OI	D.D.T. ED. 22.4				¹	F	0.5	2	F	2008
		From	<u> </u>			43-7559 PROI					_					
F ₆₅₃ Chamberlayne Rd	0.93	630	F			JS 301; Ramp	From 1-95 P	١			0.117	F	0.627	630	F	2008
(653)		То				Uphar	n Dr					-			•	
		From				Mounta	ain Rd									
(26) Mill Rd	1.70	2400	G	97%	1%		1% 0%	6	0%	С	0.106	F	0.514	2600	G	2008
		То				Old Washin										
Old Washington Hwy	1.67	1200	G	98%	0%	Mounta	iin Rd 1% 09	/_	0%	С	0.114	F	0.601	1300	G	2008
Old Washington Hwy	1.07	1200		90 /0	0 76			0	0 /6	C	0.114	-	0.001	1300	G	2000
27) Old Washington Hwy	0.62	3000 From	G	98%	0%	Greenwo	1% 0%	6	0%	F	0.107	F	0.548	3200	G	2008
(27) Old Washington Hwy	0.02	То	Ť	0070	070	Hanover Co		•	070	•		·	0.0 10	0200		2000
		From				PounceyT	Γract Rd									
29) Shady Grove Rd	1.83	2800	G	99%	0%		0% 0%	6	0%	С	0.109	F	0.618	3100	G	2008
		To From				Nucko					_					
29) Shady Grove Rd	0.54	2200	G	99%	0%		0% 0%	6	0%	F	0.104	F	0.647	2400	G	2008
<u> </u>		To				Hanover Co										
30 Long Bridge Rd	1.38	440	G	95%	1%	New Ma	rket Rd 2% 19	<u>/</u>	0%	С	0.119	F	0.667	480	G	2008
(30) Long Bridge Rd	1.50			5570	1 /0				J / U		J. 113	_'	0.001	- 7 00	_	
30) Long Bridge Rd	2.38	230 From	G	95%	1%	Bradbu 1%	ry Rd 2% 19	6	0%	F	0.112	F	0.635	240	G	2008
30) ==== ===============================		To			.,0	Darbyto										
		From				New Ma	rket Rd									
31) Turner Rd	1.77	1100	G	93%	0%	4%	1% 2%	6	0%	С	0.125	F	0.593	1200	G	2008
<u> </u>		To From				Darbyto					_					
(31) Turner Rd	1.76	940	G	93%	0%		1% 29	6	0%	F	0.113	F	0.550	1000	G	2008
$\overline{}$		То				Charles (City Rd									

232 Bradbury Rd						He	nrico Maintenano	ce Area								
	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Second part 1.35 240 G 55% 0% 2% 2% 1% 0% C 0.137 F 0.564 260 G 2008	Henrico County															
Darbywork Bid September	Orodbury Dd	4.05		<u> </u>	0E0/	00/			00/		0.127	_	0.564	260	0	2000
Second 1.67 340 6 787 708 786 78	32) Bradbury Rd	1.35	∠4 0 ™	<u> </u>	95%	0%		1%	0%	C	0.137	г	0.564	260	G	2008
Columb C			From	1							1					
Charles City Bid Charles Cit	Gill Dale Rd	1.67		G	97%	0%		0%	0%	С	0.119	F	0.521	370	G	2008
Applied Spring Rd 1.00 1800 G 97% 0% 2% 1% 0% 0% C 0.109 F 0.688 1900 G 2008	33)		To:									•			_	
34 Poplar Spring Rd			From				43-7723 Charles Cit	y Rd								
38 Memorial Dr	34) Poplar Spring Rd	1.00	1800	G	97%	0%			0%	С	0.109	F	0.668	1900	G	2008
33 Britton Rd	<u> </u>		To:				43-35 Portugee R	ld								
Williamsharg Rd	<u> </u>		From:				Portugee Rd									
Serition Rd	(35) Memorial Dr	1.44		G	94%	0%			0%	С	0.096	F	0.643	2400	G	2008
37 Britton Rd 1.39 850 G 97% 1% 1% 1% 0% 0% 0% 0 0 0 0 0 0	<u> </u>						Williamsburg Ro	d								
Seven Hills Rd	O 5 5 .											_			_	
New Market Rd Seven Hills Rd Seven	37) Britton Rd	1.39		G	97%	1%			0%	С	0.122	F	0.654	920	G	2008
39 Doran Rd 2.10 1500 G 98% 0% 1% 1% 0% 0% 0% C 0.097 F 0.58 1600 G 2008 39 Seven Hills Rd 0.62 1600 G 85% 3% 1% 3% 8% 0% C 0.119 F 0.606 1700 G 2008 40 Kingsland Rd 1.63 440 G 94% 1% 1% 1% 1% 3% 0% C 0.098 F 0.608 480 G 2008 40 Kingsland Rd 1.20 320 G 94% 1% 1% 1% 1% 3% 0% F 0.109 F 0.524 350 G 2008 41 Church Rd 1.24 7500 G 99% 0% 0% 0% 0% 0% 0% C 0.102 F 0.704 8200 G 2008 42 Cox Rd 0.64 3800 G 99% 0% 0% 0% 0% 0% 0% C 0.121 F 0.755 4100 G 2008 42 Cox Rd 0.657 16000 G 99% 0% 0% 0% 0% 0% 0% C 0.121 F 0.755 4100 G 2008 43 Varina Rd 3.19 780 G 99% 0% 0% 0% 0% 0% 0% C 0.097 F 0.557 840 G 2008 44 Old Courtney Rd 0.44 770 G 98% 1% 0% 0% 0% 0% 0% C 0.097 F 0.557 840 G 2008 45 Sadler Rd 0.20 13000 G 99% 0% 0% 0% 0% 0% 0% C 0.010 F 0.760 G 2008 46 Dominion Blvd 0.20 13000 G 99% 0% 0% 0% 0% 0% C 0.010 F 0.755 4100 G 2008 47 Old Three Chopt Rd 0.44 770 G 98% 1% 0% 0% 0% 0% C 0.097 F 0.555 840 G 2008 48 Sadler Rd 0.20 13000 G 99% 0% 0% 0% 0% 0% C 0.010 F 0.755 840 G 2008 48 Sadler Rd 0.20 13000 G 99% 0% 0% 0% 0% 0% C 0.0110 F 0.733 14000 G 2008 49 Dominion Blvd 0.20 13000 G 99% 0% 0% 0% 0% 0% C 0.010 F 0.555 5300 G 2008				1			*									
39 Seven Hills Rd 0.62 1600 G 85% 3% 1% 3% 8% 0% C 0.119 F 0.606 1700 G 2008	Doron Pd	2.10		<u> </u>	000/	00/			00/		0.007	_	0.50	1600	C	2000
Seven Hills Rd 0.62 1600 G 85% 3% 1% 3% 8% 0% C 0.119 F 0.606 1700 G 2008	38) Doran Ru	2.10	1 500		96%	0%		0%	0%	C	0.097	Г	0.56	1600	G	2006
39 Seven Hills Rd 0.62 1600			From				-									
Settler Rd	Seven Hills Rd	0.62		G	85%	3%		8%	0%	С	0.119	F	0.606	1700	G	2008
40 Kingsland Rd 1.63 440 G 94% 1% 1% 1% 1% 3% 0% C 0.098 F 0.608 480 G 2008 Varina Rd	39) 66.6	0.02	To	Ť	0070	0,0		0,0	0,0			•	0.000			_000
Wingsland Rd			From:				Osborne Tpke									
Varina Rd	40 Kingsland Rd	1.63	440	G	94%	1%		3%	0%	С	0.098	F	0.608	480	G	2008
40 Kingsland Rd 1.20 320 G G 94% 1% 140 140 140 124 1500 G 99% 0% 0% 0% 0% 0% 0% 0% 0% 0			To				Varina Rd				— —					
Wallo Rd	An Kingsland Rd	1.20		G	94%	1%		3%	0%	F	0.109	F	0.524	350	G	2008
41 Church Rd 1.24 7500	•															
Pump Rd			From:				Lauderdale Rd									
Church Rd	41) Church Rd	1.24	7500	G	99%	0%	0% 0%	0%	0%	С	0.102	F	0.704	8200	G	2008
Church Rd	\bigcirc		To				Pump Rd				_					
Three Chopt Rd Three Chopt Rd Ridgefield Pkwy Three Chopt Rd Ridgefield Pky Ridgefield Pkwy Three Chopt Rd Ridgefield Pky Three Chopt Rd Ridgefield Pky Three Chopt Rd Ridgefield R	41) Church Rd	1.72		G	99%	0%		0%	0%	F	0.116	F	0.740	7600	G	2008
42 Cox Rd 0.64 3800 G 99% 0% 0% 0% 0% 0% 0% C 0.121 F 0.755 4100 G 2008			To:				Three Chopt Ro	1								
Dead End; Gap	<u> </u>		From:				Ridgefield Pkwy	у								
Cox Rd C	(42) Cox Rd	0.64	3800	G	99%	0%			0%	С	0.121	F	0.755	4100	G	2008
42 Cox Rd 0.57 16000 G 99% 0% 0% 0% 0% 0% 0% C 0.117 F 0.737 17000 G 2008 Solution From Staples Mill Rd From Staples Mill Rd From Courtney Rd G 98% 1% 0% 0% 0% 0% 0% 0% C 0.120 F 0.984 510 G 2008 Solution From Courtney Rd G 98% 1% 0% 0% 0% 0% 0% C 0.120 F 0.984 510 G 2008 Solution From G 99% 0% 1% 0% 0% 0% 0% C 0.105 F 0.565 2100 G 2008 Solution From G 99% 0% 1% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Solution From G 99% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008	<u> </u>		To: From:													
Varina Rd Store Stagles Mill Rd Stagles	(12) Cox Rd	0.57		G	99%	0%			0%	С	0.117	F	0.737	17000	G	2008
Varina Rd 3.19 780 G 98% 0% 1% 1% 1% 0% C 0.097 F 0.557 840 G 2008	42) 30/114	0.07		Ť	0070	0,0			0,0		<u> </u>	•	00.			_000
Varina Rd 3.19 780 G 98% 0% 1% 1% 1% 0% C 0.097 F 0.557 840 G 2008			From:				Kingsland Rd									
New Market Rd New Market R	43) Varina Rd	3.19	780	G	98%	0%		1%	0%	С	0.097	F	0.557	840	G	2008
Add Old Courtney Rd O.44 A70 G 98% 1% 0% 0% 0% 0% 0% 0% C 0.120 F 0.984 510 G 2008			To:				New Market Ro	l								
Courtney Rd			From				Staples Mill Rd									
45 Sadler Rd 2.10 2000 G 99% 0% 1% 0% 0% 0% C 0.105 F 0.565 2100 G 2008 To:	44) Old Courtney Rd	0.44	470	G	98%	1%		0%	0%	С	0.120	F	0.984	510	G	2008
45 Sadler Rd 2.10 2000 G 99% 0% 1% 0% 0% 0% C 0.105 F 0.565 2100 G 2008 46 Dominion Blvd 0.20 13000 G 99% 0% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 47 Old Three Chopt Rd 0.35 3000 G US 250 Broad St 48 Old Three Chopt Rd 0.35 3000 G S Store Chopt Rd Stor			To:				Courtney Rd									
Tor	\circ															
Hominon Blvd 13000 G 99% 0% 0% 0% 0% 0% 0% 0	(45) Sadler Rd	2.10	2000	G	99%	0%			0%	С	0.105	F	0.565	2100	G	2008
46 Dominion Blvd 0.20 13000 G 99% 0% 0% 0% 0% 0% 0% C 0.110 F 0.733 14000 G 2008 Tr. US 250 Broad St US 250 Broad St US 250 Broad St NA 3300 G 2008 Three Chopt Rd Trow Broad St 1585) North Gayton Rd 1.45 4800 G 98% 0% 1% 1% 0% 0% C 0.117 F 0.525 5300 G 2008	<u></u>		Io	<u> </u>												
43-45 Sadler Rd From: US 250 Broad St	Dominian Divid	0.00		<u> </u>	000/	007			00/		0.440	_	0.700	14000	_	2000
47 Old Three Chopt Rd 0.35 3000 G NA 3300 G 2008 To: Three Chopt Rd From: US 250 Broad St Three Chopt Rd From: Broad St 1585 North Gayton Rd 1.45 4800 G 98% 0% 1% 1% 0% 0% C 0.117 F 0.525 5300 G 2008	46) DOMINION BIVA	0.20	13000 To:		99%	υ%			υ%	Ü	0.110	٢	0.733	14000	G	2008
Old Three Chopt Rd 0.35 3000 G			Er.	<u> </u>							<u> </u>					
Three Chopt Rd From: Broad St	Old Three Chont Pd	0.35					US 250 Broad S	τ			NΔ			3300	G	2008
Broad St	4/ Sid Tilloc Orlopt Nu	0.55		Ĕ			Three Chont Ro	l						3300	J	2000
1585) North Gayton Rd 1.45 4800 G 98% 0% 1% 1% 0% 0% C 0.117 F 0.525 5300 G 2008			From	I												
	1585 North Gavton Rd	1.45		G	98%	0%		0%	0%	С	0.117	F	0.525	5300	G	2008
			To:			- / 0	Lauderdale Rd					-			-	

					пе	HIIICO IVIA	untenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Henrico County		From				12.7702					1					
1587) Three Chopt Rd	2 22	10000	G	99%	0%	43-7703 1%	Lauderdal	e Dr 0%	0%	С	0.143	F	0.570	11000	C	2009
1587 Three Chopt Rd	2.23	10000	<u> </u>	99%	0%	170	0%	0%	0%		0.143	Г	0.578	11000	G	2008
<u> </u>		From					Cox Rd									
(1587) Three Chopt Rd	0.85	15000	G	99%	0%	1%	0%	0%	0%	С	0.111	F	0.548	16000	G	2008
		To From				Ga	skins Rd									
(1587) Three Chopt Rd	0.27	13000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.507	14000	G	2008
\bigcirc		To				SR 157 I	Pembertor	ı Rd								
_		From				Lauc	lerdale Rd									
7502 Gayton Rd	0.58	6400	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.503	6900	G	2008
<u> </u>		To	-			Ridge	field Pkw	v								
7502) Gayton Rd	2.48	7100	G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.584	7700	G	2008
,		To														
7502) Gayton Rd	0.89	9500 From	G	99%	0%	0%	ımp Rd 0%	0%	0%	F	0.095	F	0.618	10000	G	2008
Gayton Rd	0.09	3300 To		99 /0	0 /0		Quioccasi		070	-	0.093	-	0.010	10000	G	2000
		From					Pemberto:									
7502) Quioccasin Rd	0.38	17000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.626	18000	G	2008
\bigcirc		To														
7502 Quioccasin Rd	0.54	13000	G	99%	0%	0%	Jay Lane	0%	0%	F	0.097	F	0.697	14000	G	2008
Quioccasin Rd	0.04	13000		J3 /0	0 /0	U /0	0 /0	U /0	J /0	'	0.031		0.031	14000	J	2000
<u> </u>		To From		·			ham Rd									
(7502) Eastridge Rd	0.28	13000	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.63	14000	G	2008
<u> </u>		То	<u> </u>			Three	Chopt R	d								
		From					d County									
7506) River Rd	0.88	6200	G	99%	0%	0%	0%	0%	0%	F	0.119	F	0.641	6700	G	2008
\smile		To				Ga	skins Rd				\neg —					
7506) River Rd	1.80	11000	G	99%	0%	0%	0%	0%	0%	С	0.114	F	0.616	12000	G	2008
		To						-	•		— <u>L</u>					
7506 River Rd	1.41	9000	G	99%	0%	0%	tham Rd 0%	0%	0%	С	0.121	F	0.671	9800	G	2008
River Rd	1.41	3000		3370	070	0 70	070	070	070		0.121	•	0.07 1	3000	G	2000
$\overline{}$		From					idge Rd									
₇₅₀₆) River Rd	0.93	13000	G	99%	0%	0%	0%	0%	0%	F	0.109	F	0.582	14000	G	2008
<u> </u>		To				Hug	uenot Rd									
		From				Ga	skins Rd									
7508) Derbyshire Rd	1.50	14000	G								NA			15000	G	2008
$\overline{}$		То				Par	ham Rd									
		From				R	iver Rd									
7514) Gaskins Rd	1.03	9600	G	98%	0%	1%	0%	0%	0%	F	0.106	F	0.557	10000	G	2008
\bigcirc		То					erson Ave									
<u> </u>		From					ccasin Rd									
₇₅₁₄) Gaskins Rd	0.96	21000	G	98%	0%	1%	0%	0%	0%	С	0.102	F	0.603	23000	G	2008
$\overline{}$		To				Ridge	field Pkw	y			\neg —					
7514) Gaskins Rd	0.83	33000 From	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.652	35000	G	2008
		To														
7514) Gaskins Rd	0.13	39000	G	98%	0%	1%	Chopt R 0%	0%	0%	F	0.1	F	0.657	43000	G	2008
(7514) Gaskins Rd	0.13	J3000	<u> </u>	<i>30</i> 70	0 /0	1 /0		U /0	U /0		<u>U. 1</u>	L.	0.037	-1 3000	J	2008
<u> </u>		From	ليا				I-64					_				
(7514) Gaskins Rd	0.92	44000	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.553	48000	G	2008
$\overline{}$		To Error				В	road St									
7514) Gaskins Rd	0.59	20000	G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.585	22000	G	2008
		To				Sprii	ngfield Rd									
							ead End				ī					
		From				ט			00/	F	0.103	F	0.628	620	G	2008
7516) Ridgefield Parkway	0.32		G	99%	0%	0%	0%	0%	0%						_	_000
7516 Ridgefield Parkway	0.32	570 To	G	99%	0%	0% 43-7703	0% Lauderdal	e Dr	0%			•	0.020	020		
7516) Ridgefield Parkway	0.32	570	G	99%	0%	43-7703	0% Lauderdal lerdale Rd	e Dr	0%			•	0.020	020		
Didne Cald Barbara	0.32	570	G G	99%	0%	43-7703	Lauderdal	e Dr	0%	F	0.118	F	0.592	2100	G	2008
		570 To				43-7703 Laud 0%	Lauderdal lerdale Rd 0%	e Dr			\exists				G	2008
Didne Cald Barbara		570 To				43-7703 Laud 0%	Lauderdal lerdale Rd	e Dr			\exists				G G	2008

					He	enrico Ma	aintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Henrico County		From	:			D	ump Rd				-					
(7516) Ridgefield Pkwy	1.34	14000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.672	15000	G	2008
<u> </u>		To				Ga	skins Rd									
\sim		From					liver Rd									
(7518) Parham Rd	1.91	29000	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.508	33000	G	2008
	0.54	From		200/	00/		atterson Av		201	_			0.500	04000		0000
(7518) Parham Rd	0.51	27000		98%	0%	1%	0%	0%	0%	F	0.084	F	0.523	31000	G	2008
O Dark are Dd	0.07	From	┖	000/	00/		occasin Rd	00/	00/			_	0.547	20000		2000
(7518) Parham Rd	0.67	34000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.547	39000	G	2008
O Darham Dd	0.05	From	G	000/	00/		e Chopt Rd	00/	00/	F	0.000	F	0.546	20000		2000
(7518) Parham Rd	0.95	33000		98%	0%	1%	0%	0%	0%	Г	0.082	Г	0.546	38000	G	2008
7518) Parham Rd	1.22	25000	G	98%	0%	1%	I-64 0%	0%	0%	F	0.084	F	0.534	29000	G	2008
Parnam Rd	1.22	25000		90%	0%				0%	Г	0.064	Г	0.554	29000	G	2006
Dorhom Pd	0.91	22000	G	98%	0%	US 2:	50 Broad St 0%	0%	0%	F	0.078	F	0.517	25000	G	2008
Parham Rd	0.91	22000		90%	0%				0%	Г	0.076	Г	0.517	25000	G	2006
O Dorham Dd	0.66	From		000/	00/		ry Springs R		00/		0.084			20000	F	2000
(7518) Parham Rd	0.66	24000		98%	0%	1%	0%	0%	0%	С	0.084	F		28000	Г	2008
O Darkers Dd	4.00	From		000/	00/		aples Mill R		00/		0.407	^		24000	^	2000
(7518) Parham Rd	1.08	27000	A	98%	0%	1%	0%	0%	0%	С	0.107	Α		31000	Α	2008
O Darkara Dd	4.04	From	┖	000/	00/		Woodman R		00/				0.500	20000		2000
7518 Parham Rd	1.91	28000	G	98%	0% SD 73	1%	0%	1%	0%	C	0.088	F	0.522	32000	G	2008
		То	: Se	e Roule	SK 73		nam Rd bo I Brook Rd	etweeri	US I al	10 I-95). 					
$\widehat{}$		From					I-95									
₇₅₁₈) Parham Rd	1.48	19000	G	97%	0%	1%	1%	1%	0%	С	0.098	F	0.526	21000	G	2008
O		To	Se	e Route			Chamberla		US 1 aı	nd I-95	ō.					
		From			UB											
7526 Hungary Rd	1.07	19000	G	99%	0%	1%	Springfield 0%	0%	0%	F	0.109	F	0.558	21000	G	2008
(7320) * **********************************		То	_				st End Dr									
7526) Hungary Rd	1.32	19000	G	99%	0%	1%	0%	0%	0%	С	0.11	F	0.500	21000	G	2008
(7320) ************************************		To	.—								_	-			_	
7526) Hungary Rd	0.53	13000	G	98%	0%	1%	taples Mill	0%	0%	F	0.107	F	0.505	14000	G	2008
(7320) ************************************		То								-						
7526) Hungary Rd	0.13	16000	G	98%	0%	1%	aples Mill R 0%	0%	0%	F	0.105	F	0.515	18000	G	2008
(7526) Hungary Rd	0.10	To	.—	0070	070			070	070				0.010	10000	Ŭ	2000
(7526) Hungary Rd	0.71	11000	G	98%	0%	1%	ow 10%	0%	0%	F	0.105	F	0.517	12000	G	2008
(7526) 1 langary 1 d	0.71	T-000	_	0070	070			070	070		0.100	•	0.017	12000	Ü	2000
(7526) Hungary Rd	2.08	5800	G	98%	0%	1%	odman Rd 0%	0%	0%	С	0.107	F	0.653	6300	G	2008
(7526) Hungary Rd	2.00	To		JU /0	0 /0		rham Rd	J /0	J /0		0.107	'	0.000	0000	J	2000
		From	:				e Chopt Rd				l					
(7536) Horsepen Rd	0.24	23000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.512	25000	G	2008
		То	:				enside Dr									
7536) Glenside Dr	0.48	21000	G	99%	0%	Hoi 0%	rsepen Rd 0%	0%	0%	С	0.085	F	0.538	23000	G	2008
(7536) Gienside Dr	0.40	21000		JJ 70	0 %			U /0	U /0	U	0.000	r	0.000	23000	G	2000
Gloroido Dr	0.45	2E000	<u> </u>	000/	00/		orest Ave	00/	00/	F	0.000	F	0.500	40000		2000
(7536) Glenside Dr	0.15	35000	G	99%	0%	0%	0%	0%	0%	г	0.088	F	0.582	40000	G	2008
Clonaida Dr	0.44	From	<u> </u>	000/	00/	40/	I-64	00/	00/		0.004		0.550	20000		2000
(7536) Glenside Dr	0.41	27000	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.553	30000	G	2008
Cloraida D	4.00	From	<u> </u>	0001	001		Broad St	00/	00/				0.530	10000		0000
(7536) Glenside Dr	1.30	17000 To	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.578	19000	G	2008
·		10				Stap	les Mill Rd									

						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	aintenance Ar	ou							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Henrico County		From								-					
7537) Masonic Home Ln	0.46	12000	G	94%	1%	Nine 1%	e Mile Rd 2% 29	5 0%	F	0.084	F	0.566	13000	G	2008
7537 Masonic Home Ln	0.40	12000 To	_	94 /0	1 /0		tles Lane	0 70		0.064	-	0.300	13000	G	2000
_		From					c Home Lane								
(7537) Brittles Ln	1.10	10000	G	94%	1%	1%	2% 2%	6 0%	С	0.091	F	0.564	11000	G	2008
<u> </u>		To				Willia	amsburg Rd								
		From				Hor	sepen Rd								
(7538) Monument Ave	1.42	19000	G	99%	0%	0%	0% 0%	6 0%	F	0.1	F	0.654	21000	G	2008
		To From				Lit	bie Ave								
7538) Monument Ave	0.57	20000	G	99%	0%	0%	0% 0%	0%	С	0.106	F	0.570	21000	G	2008
\bigcirc		To From				Willo	w Lawn Dr								
7538) Monument Ave	0.22	22000	G	99%	0%	0%	0% 0%	5 0%	F	0.109	F	0.544	23000	G	2008
		To				WCL	Richmond								
		From				Charl	les City Rd								
7539) Beulah Rd	3.03	1900	G	87%	1%	1%	7% 3%	0%	С	0.093	F	0.521	2000	G	2008
\bigcirc		To				T.	Roy Rd			<u> </u>					
7539) Beulah Rd	0.40	3500 From	G	87%	1%	1%	7% 3%	5 0%	F	0.124	F	0.563	3800	G	2008
7339 = 23333 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		То					amsburg Rd							_	
		From					side Drive			i					
7540) Horsepen Rd	0.49	6100	G	99%	0%	1%	0% 0%	5 0%	С	0.093	F	0.564	6600	G	2008
		To								—ı					
7540) Horsepen Rd	0.61	7900	G	99%	0%	 1%	ami Ave 0% 0%	5 0%	F	0.093	F	0.592	8600	G	2008
Horsepen Rd	0.01	7 900 To		99 /0	0 /6		oad St Rd	0 /6	-	0.093	-	0.592	0000	G	2000
		From													
7546 Dickens Rd	0.36	4200	G	98%	1%	<u>в</u> 1%	road St 0% 0%	5 0%	С	0.113	F	0.575	4600	G	2008
Dickens Rd	0.50	4200		30 /6	1 70	1 70	070 07	0 70		0.113	•	0.575	4000	G	2000
	0.05	From	<u> </u>	000/	40/		mouth St	2007			_	0.540	5500	_	0000
7546 Dickens Rd	0.25	5100	G	98%	1%	1%	0% 0%	5 0%	F	0.112	F	0.512	5500	G	2008
<u> </u>		To From					lehem Rd								
7546) Dickens Rd	0.13	6400	G	98%	1%	1%	0% 0%	5 0%	F	0.11	F	0.512	6900	G	2008
		To From					I-64								
₇₅₄₆ Dickens Rd	0.56	7300	G	98%	1%	1%	0% 0%	0%	F	0.103	F	0.734	7900	G	2008
<u> </u>		To				Stapl	es Mill Rd								
		From				Stapl	es Mill Rd								
7550) Hermitage Rd	1.74	4500	G	98%	0%	1%	0% 0%	6 0%	С	0.129	F	0.709	4900	G	2008
<u> </u>		To				Woo	odman Rd								
$\overline{}$		From			_		es Mill Rd				_				
₇₅₅₂ Dumbarton Rd	1.34	12000	G	98%	0%	1%	0% 0%	6 0%	С	0.11	F	0.597	13000	G	2008
		To From				Lak	eside Ave			ightharpoonup					
7552) Dumbarton Rd	0.72	10000	G	98%	0%	1%	0% 0%	5 0%	F	0.108	F	0.629	11000	G	2008
$\overline{}$		To				WCL	Richmond								
		From				New	Market Rd								
7555) Laburnum Ave	1.86	14000	G	98%	0%	1%	0% 0%	5 0%	F	0.094	F	0.603	14000	G	2008
$\overline{}$		To To				Dart	ytown Rd								
7555) Laburnum Ave	1.55	24000	G	98%	0%	1%	0% 0%	5 0%	F	0.088	F	0.62	24000	G	2008
\bigcirc		To				Chorl	les City Rd								
7555) Laburnum Ave	0.94	23000 From	G	98%	0%	1%	0% 0%	5 0%	F	0.077	F	0.553	23000	G	2008
,,,,,,	3.51		_	3070	270			370	•		•	2.000		•	_550
Lahurnum Ava	1 11	Prom Prom	<u> </u>	000/	00/		amsburg Rd	. 00/		0.00	F	O E 1 1	36000	C	2000
7555 Laburnum Ave	1.11	36000		98%	0%	1%	0% 0%	5 0%	F	0.08	F	0.511	36000	G	2008
<u> </u>	_	From					I-64			<u> </u>			- · -		
(7555) Laburnum Ave	1.08	21000	G	98%	0%	1%	0% 0%	5 0%	F	0.087	F	0.521	21000	G	2008
		To From				Nine	e Mile Rd								
(7555) Laburnum Ave	1.27	23000	G	98%	0%	1%	1% 1%	5 0%	С	0.092	F	0.523	23000	G	2008
\sim		To				Cre	ighton Rd								

					пе	HILCO IVIC	amenanc	e Alea								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Henrico County		From	1			C	:-1 D.1				<u> </u>					
(7555) Laburnum Ave	1.65	24000	В	98%	0%	1%	ighton Rd 0%	0%	0%	С	0.098	Α	0.541	25000	В	2008
(7555) Laburnum Ave	1.20	28000	F	97%	1%	Mechar 1%	0%	1%	0%	С	0.094	F		28000	F	2008
(7555) Laburnum Ave	0.50	18000	G	98%	0%	Car 1%	olina Ave 0%	0%	0%	F	0.090	F	0.579	18000	G	2008
(7555) Laburnum Ave	0.80	22000	G	98%	0%	Richmon	d-Henrico T 0%	pke 0%	0%	F	0.092	F	0.583	21000	G	2008
		То				ECL	Richmond									
7557) Lewis Rd	1.26	4700 To	G	92%	1%	1%	les City Rd 2% amsburg Rd	4%	0%	С	0.078	F	0.565	5100	G	2008
O		From				Stapl	les Mill Rd		201			_			_	
(7558) Mountain Rd	2.26	5800 To	G	98%	1%	1% Old Wa	0% shington Hv	0% vv	0%	С	0.108	F	0.53	6200	G	2008
7558) Mountain Rd	0.89	8800 From	G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.599	9500	G	2008
(7558) Mountain Rd	2.20	4600	G	98%	0%	Wo 1%	odman Rd 0%	0%	0%	F	0.098	F	0.619	5000	G	2008
		То			-,-	В	rook Rd					-				
(7559) Darbytown Rd	0.77	7500	G	97%	0%	ECL 1%	Richmond 1%	0%	0%	С	0.086	F	0.608	8100	G	2008
		To From				Lou	isa Street									
7559 Darbytown Rd	2.24	6600	G	97%	0%	1%	1%	0%	0%	F	0.084	F	0.578	7100	G	2008
7559) Darbytown Rd	5.28	3300 From	G	97%	0%	1%	1%	Ave 0%	0%	F	0.089	F	0.810	3600	G	2008
(7559) Darbytown Rd	2.54	2000 From	G	97%	0%	1%	dbury Rd 1%	0%	0%	F	0.1	F	0.818	2100	G	2008
		To					S Church Rogsland Rd	l								
7565) Osborne Tpke	3.12	840	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.718	920	G	2008
Oshorno Toko	2 24	1700	G	98%	0%	1%	Mill Rd 0%	1%	0%	С	0.102	F	0.748	1800	G	2008
Osborne Tpke	3.34	To From		96%	0%		Market Rd	170	0%		0.102		0.746	1600	<u> </u>	2008
New Osborne Tpke	0.81	1700 To	F	98%	0%	1%	0%	1%	0%	F	0.105	F	0.601	1800	F	2008
		From					Richmond ort Entrance									
(7581) Airport Dr South	1.18	18000 _{To}	G	97%	1%	1%	0% Villiamsburg	1% Rd	0%	С	0.074	F	0.614	20000	G	2008
		From					Richmond	, 100								
7586 Dill Ave	0.66	4900 _{To}	G	99%	0%	1%	0% nicsville Tp	0% ke	0%	С	0.101	F	0.660	5300	G	2008
O =		From				US 60 W	illiamsburg	Rd							_	_
(7589) Dry Bridge Rd	1.16	860 To	G	76%	1%	1% Pon	17% derosa Dr	5%	0%	С	0.098	F	0.553	930	G	2008
(7589) Grapevine Rd	1.51	From 900	G	76%	1%		adow Rd 17%	5%	0%	F	0.111	F	0.585	970	G	2008
\bigcup		To					Old Hanove	r Rd			<u> </u>					
(7591) Hanover Rd	1.54	2800 To	G	99%	0%	1%	e Mile Rd 0% irport Dr	0%	0%	С	0.101	F	0.571	3000	G	2008
		From					; Brook Rd				<u> </u>					
(7594) Wilkinson Rd	0.83	8600	F	98%	1%	1%	0%	0%	0%	С	0.094	F		9300	F	2008
(7594) Wilkinson Rd	0.48	From 6700	G	98%	0%	1%	idge Rd 0%	0%	0%	С	0.102	F	0.559	7300	G	2008
\bigcirc		То			1	US 301; CI	hamberlayn	e Ave								

Septiment Packer						He	nrico Mai	ntenance Area	ı							
State Comparison Comparis	Route	Length	AADT	QA	4Tire	Bus	2Axle		2Trail	QC		QK		AAWDT	QW	Year
Company Wilkinson Rd 0.56 7300 Company September Company Com	Henrico County			1												
	Wilkinson Rd	0.56		<u></u>	98%				0%	F	0.095	F	0 571	7900	G	2008
Company Comp	7594) VVIIKII 13011 TKG	0.50	То	Ť	30 /0	070			070		0.055	•	0.57 1	7300	J	2000
Azales Ave	\bigcirc					43	3-7596 Azal	ea Gap Terminus								
Part	(7594) Wilkinson Rd	1.44	6100	G			2011				0.086	F	0.524	6700	G	2008
1.33 14000 G 98% 1% 1% 7% 7% 7% 7% 7% 7			10			1.44			e							
Richmond-Henrico Tyke	Azoloo Avo	4.22		<u> </u>	000/	40/			00/		0.005	_	0.564	16000	0	2000
Williamshay Rid	7596) Azalea Ave	1.33	14000 To		98%				0%	C	0.095	Г	0.564	16000	G	2006
Company Comp			From	:												
Holly Ave	7607 Oaklevs Lane	1.33	7300	G	99%	0%			0%	F	0.088	F	0.563	7900	G	2008
Holly Ave			To	:												
None Holly Ave 0.49 800 G 99% 0% 1% 0% 0% 0% F 0.120 F 0.565 870 G 2001	<u> </u>															
Holly Ave 0.49	(7607) Holly Ave	1.03	3600	G	99%	0%	1%	0% 0%	0%	С	0.097	F	0.61	3900	G	2008
West State																
West	(7607) Holly Ave	0.49	800	G	99%	0%			0%	F	0.120	F	0.565	870	G	2008
W. Washington St			To	1							-					
Total SR 156 43-759 SR 156 SR	7607) W. Washington St	0.76		G	99%	0%		-	0%	F	0.104	F	0.652	2000	G	2008
Meadowbridge Rd 0.23 6900 G 99% 0% 1% 0% 0% 0% F 0.09 F 0.593 7500 G 2001	3		To	:			SR 156	5; 43-7591								
Meadowbridge Rd 0.23 6900 G 99% 0% 1% 0% 0% F 0.09 F 0.593 7500 G 2000			From	-			NCL F	Richmond								
Richmond-Henrico Tpke 1.28 6800 G 99% 0% 1% 0% 0% 0% C 0.096 F 0.589 7400 G 2000 ***Azalea Ave	7609) Meadowbridge Rd	0.23	6900	G	99%	0%	1%	0% 0%	0%	F	0.09	F	0.593	7500	G	2008
Richmond-Henrico Tpke 1.28 6800 G 99% 0% 1% 0% 0% 0% C 0.096 F 0.589 7400 G 2000 ***Azalea Ave	<u> </u>		To	-			Labur	num Ave			\neg \blacksquare					
Azalen Ave Aza	Richmond-Henrico Tpke	1.28		G	99%	0%			0%	С	0.096	F	0.589	7400	G	2008
Richmond-Henrico Tpke 1.17 8500 G 99% 0% 1% 0% 0% 0% F 0.102 F 0.671 9200 G 2000			To				Azal	ea Ave								
Hanover County Line Nine Mile Rd 1.58 3300 G 97% 1% 1% 0% 0% 0% 0% 0 0 0% 0 0 0 0	Richmond-Henrico Tpke	1.17		G	99%	0%			0%	F	0.102	F	0.671	9200	G	2008
Cedar Fork Rd 1.58 3300 G 97% 1% 1% 0% 0% 0% C 0.099 F 0.591 3600 G 2000			To				Hanover	County Line								
Creighton Rd 1.51 9300 G			From	:			Nine	Mile Rd								
Nest Cedar Fork Rd	7613) Dabbs House Rd	1.58	3300	G	97%	1%	1%	0% 0%	0%	С	0.099	F	0.591	3600	G	2008
Cedar Fork Rd	\bigcup		То	•			Creig	hton Rd								
To Creighton Rd To Cape to Ca	\sim						West Ce	dar Fork Rd								
First Second First Second Sec	(7617) Cedar Fork Rd	1.51	9300	G							0.107	F	0.577	10000	G	2008
Cereighton Rd 1.51 3300 G 99% 0% 1% 0% 0% 0% 0% C 0.100 F 0.675 3500 G 2008	<u> </u>		10													
Company Comp	Our interest Date	4.54		<u> </u>	000/	00/			00/		0.400	_	0.075	0500	_	0000
Composition Rd Comp	7618) Creignton Rd	1.51	3300	<u> </u>	99%	0%	1%	0% 0%	0%	C	0.100	г	0.675	3500	G	2008
Hanover County Line Hanover Rd	<u> </u>										_					
Harvie Rd	Creighton Rd	2.56	12000	G	99%	0%			0%	F	0.109	F	0.533	13000	G	2008
Harvie Rd 1.02 6100 G 99% 0% 1% 0% 0% 0% C 0.099 F 0.665 6600 G 2008 Harvie Rd	_		- 10	<u> </u>				•								
Hanover Rd	Hanrie Pd	1.02		<u></u>	QQ0/	00/			Λ0/		0.000	_	0.665	6600	G	2000
Hanover Rd	7622) Harvie Ku	1.02			99%	0%			0%	C	0.099	Г	0.000	0000	G	2006
Meadow Rd 2.19 770 G 99% 0% 0% 0% 0% 0% 0% 0			From													
From	7coo Meadow Rd	2 19		G	99%	0%			0%	C	0 115	F	0 596	830	G	2008
From:	7626) Moddon 11d	2.10	To	Ť	0070	070			070			·	0.000	000	Ū	2000
Total Libbie Ave 0.16 14000 G 99% 0% 1% 0% 0% 0% F 0.086 F 0.553 15000 G 2008 Comparison Co			From	:												
Monument Ave Monu	7641) Libbie Ave	0.16	14000	G	99%	0%			0%	F	0.086	F	0.553	15000	G	2008
Three Chopt Rd 0.56 17000 G 99% 0% 1% 0% 0% 0% C 0.084 F 0.501 18000 G 2008 State State	\cup		To													
Broad St	7641) Libbie Ave	0.56	17000	G	99%	0%			0%	С	0.084	F	0.501	18000	G	2008
Three Chopt Rd 0.48 9700 G 99% 0% 1% 0% 0% 0% 0% F 0.080 F 0.526 10000 G 2008 From: WCL Richmond From: Horsepen Rd 7645 Three Chopt Rd 0.37 14000 G 99% 0% 1% 0% 0% 0% F 0.087 F 0.576 16000 G 2008			To	_												
From WCL Richmond	Zeal Libbie Ave	0.48	9700	G	99%	0%			0%	F	0.080	F	0.526	10000	G	2008
Three Chopt Rd 0.17 15000 G 99% 0% 1% 0% 0% 0% F 0.087 F 0.51 16000 G 2008 Street	7041) LIBBIO 7 140	0.70			JJ /0	0 /0			O 70	•	1.000	•	0.020	10000	5	2000
Three Chopt Rd 0.17 15000 G 99% 0% 1% 0% 0% 0% F 0.087 F 0.51 16000 G 2008 Three Chopt Rd 0.37 14000 G 99% 0% 1% 0% 0% 0% F 0.097 F 0.576 16000 G 2008			From	:							i					
Three Chopt Rd 0.37 14000 G 99% 0% 1% 0% 0% 0% F 0.097 F 0.576 16000 G 2008	7645 Three Chopt Rd	0.17		G	99%	0%			0%	F	0.087	F	0.51	16000	G	2008
7645) Three Chopt Rd 0.37 14000 G 99% 0% 1% 0% 0% 0% F 0.097 F 0.576 16000 G 2008			ть		/ •					-	— <u> </u>					
	Three Chont Rd	0.37		G	99%	0%			0%	F	0.097	F	0.576	16000	G	2008
SKIOWID KO	(1) COHOPI ING	5.51	1-1000 To	, Ĕ	JJ 70	J /0			0 /0	-	0.037	•	0.070	10000	J	2000

				110	I II ICO IVIE	an ito i iai ic	-								
Length	AADT	QA	4Tire	Bus				2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	Erom				Q1 ·	11.75.1				-					
0.49		G	99%	0%			0%	0%	С	0.098	F	0.611	13000	G	2008
0.10	To:	<u> </u>	0070	070			070	0,0		- O.OOO	•	0.011	10000	Ü	2000
0.79	21000	G	97%	1%			0%	0%	F	0.099	F	0.617	22000	G	2008
	To								-		-				
0.62	13000	F	97%	1%		_	0%	0%	С	0.091	F		14000	F	2008
	To										-			•	
1.32	11000	G	99%	0%			0%	0%	С	0.09	F	0.532	12000	G	2008
	To:										-				
	From				West	wood Ave									
1.24	6500	G	91%	2%	1%	1%	4%	0%	F	0.123	F	0.603	7100	G	2008
	To														
U 30		G	01%	2%			1%	0%	C	0 122	F	0.614	7700	G	2008
0.00	Too	_	0170	270				070		0.122	•	0.014	7700	Ü	2000
0.84	5400	G	98%	0%				0%	F	0.106	F	0.553	5900	G	2008
0.04	J 700		5070	370			370	570			•	0.000	3330	-	2000
U 03	From:	Ŀ	98%	0%			0%	0%	C	0.120	F	0.649	6400	G	2008
0.32	J300 		JU /0	J /0			U /0	U /0		0.120	1	0.048	J 4 00	J	2000
0.22	From	<u> </u>	000/	00/			00/	00/		0.000		0.66	4500		2000
0.33	4200		90%	0%			0%	0%	Г	0.098	Г	0.00	4500	G	2008
0.40	From:	Ļ	000/	00/			00/	00/				0.047	4000		0000
0.18	4200 To:	G	98%	0%			0%	0%	F	0.096	F	0.617	4600	G	2008
	From:	l								1					
0.69		G	99%	0%			0%	0%	С	0.101	F	0.622	9700	G	2008
	To:										-			-	
0.98	5500 From:	G	99%	0%			0%	0%	F	0.085	F	0.616	6000	G	2008
0.00	To:	Ť	0070	0,0			070	0,0	-		•	0.0.0	0000	Ū	
	From				R	iver Rd									
4.07	1900	G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.631	2100	G	2008
1.07															
1.07	To:				Derb	yshire Rd									
1.07	From					rnum Ave									
1.67	8600	G	96%	1%	Labu	rnum Ave	2%	0%	С	0.087	F	0.507	9400	G	2008
		G		1%	Labu	rnum Ave		0%	С	0.087	F	0.507	9400	G	2008
1.67	8600 To:		96%		Labu 1% Richmond	1% I-Henrico	Грке								
	8600 To:	G G		1%	Labu 1% Richmono	rnum Ave 1% I-Henrico		0%	C	0.087	F	0.507	9400	G G	
0.86	700 From: 11000	G	96%	0%	Labu 1% Richmond Ri 1% Patte	mum Ave 1% I-Henrico T idge Rd 0% erson Ave	Γpke 0%	0%	С	0.111	F	0.667	11000	G	2008
1.67	8600 To:		96%		Labu 1% Richmond Ri 1%	1% 1-Henrico 7 idge Rd 0%	Грке								2008
1.67 0.86 0.42	From: 11000 To: 9900	G G	96%	0%	Labu 1% Richmono Ri 1% Patte 1% Three	rnum Ave 1% 1-Henrico 1 idge Rd 0% erson Ave 0% c Chopt Rd	Грке 0% 0%	0%	C F	0.111	F	0.667	11000	G G	2008
0.86	8600 To: From: 11000 9900 To: From: 21000	G	96%	0%	Labu 1% Richmono Ri 1% Patte 1% Three	arnum Ave 1% I-Henrico T idge Rd 0% erson Ave 0% e Chopt Rd 0%	Грке 0%	0%	С	0.111	F	0.667	11000	G	2008
1.67 0.86 0.42	8600 To: Prom: 11000 From: 9900 To: Prom: Prom. 21000 To: To:	G G	96%	0%	Labu 1% Richmone Ri 1% Pattet 1% Three 1% Gle	rmum Ave 1% I-Henrico 1 idge Rd 0% erson Ave 0% e Chopt Rd 0% onside Dr	Грке 0% 0%	0%	C F	0.111	F	0.667	11000	G G	2008
1.67 0.86 0.42 1.43	9900 To: 11000 From: 11000 From: 21000 To: From: From	G G G	96% 99% 99%	0%	Labu 1% Richmono Ri 1% Patttt 1% Three 1% Gle	rmum Ave 1% I-Henrico 1 idge Rd 0% erson Ave 0% e Chopt Rd 0% enside Dr	0% 0% 0% 0%	0%	C F	0.111 0.107 0.095	F F	0.667 0.731 0.613	11000 11000 22000	G G	2008 2008 2008
1.67 0.86 0.42	8600 To: Prom: 11000 From: 9900 To: Prom: Prom. 21000 To: To:	G G	96%	0%	Labu 1% Richmonc Ri 1% Patte 1% Three 1% Gle Dum 1%	rnum Ave 1% 1-Henrico 7 1-Henrico 7 1-Henrico 7 0% erson Ave 0% e Chopt Rd 0% enside Dr bbarton Rd 0%	0% 0% 0% 0%	0%	C F	0.111	F	0.667	11000	G G	2008 2008 2008
1.67 0.86 0.42 1.43	8600 From: 11000 9900 To: 21000 From: 3300	G G G	96% 99% 99% 98%	0% 0% 0%	Labu 1% Richmonc Ri 1% Patte 1% Three 1% Gle Dum 1% SR 356	rnum Ave 1% 1-Henrico 7 1-Henr	0% 0% 0% 0% 0%	0%	C F F	0.111 0.107 0.095 0.112	F F F	0.667 0.731 0.613	11000 11000 22000 3600	G G G	2008 2008 2008 2008
1.67 0.86 0.42 1.43	9900 To: From: 11000 To: From: 21000 To: From: 3300	G G G	96% 99% 99%	0%	Labu 1% Richmono Ri 1% Patte 1% Three 1% Gle Dum 1% SR 356 1%	rnum Ave 1% 1-Henrico 7 1-Henr	0% 0% 0% 0% 0% 0% 0%	0%	C F	0.111 0.107 0.095	F F	0.667 0.731 0.613	11000 11000 22000	G G	2008 2008 2008 2008
1.67 0.86 0.42 1.43 0.94	8600 From: 11000 9900 To: 21000 From: 3300 To: From: 10000 To: From:	G G G G	96% 99% 99% 98%	0% 0% 0%	Labu 1% Richmonc Ri 1% Patte 1% Three 1% Gle Dum 1% SR 356 1% 43-7550	rnum Ave 1% 1-Henrico 7 1-Henr	0% 0% 0% 0% 0% Rd 0% Rd	0%	C F F C	0.111 0.107 0.095 0.112	F F F	0.667 0.731 0.613 0.5 0.564	11000 11000 22000 3600	G G G	2008 2008 2008 2008 2008
1.67 0.86 0.42 1.43	8600 From: 11000 9900 To: 21000 From: 3300 To: 10000 To:	G G G	96% 99% 99% 98%	0% 0% 0%	Labu 1% Richmonc Ri 1% Patte 1% Three 1% Gle Dum 1% SR 356 1% 43-7550	rnum Ave 1% 1-Henrico 7 1-Henrico 7 1-Henrico 7 0% erson Ave 0% e Chopt Rd 0% enside Dr barton Rd 0% c; Hilliard F 0% Woodman	0% 0% 0% 0% 0% Rd 0% Rd	0%	C F F	0.111 0.107 0.095 0.112	F F F	0.667 0.731 0.613	11000 11000 22000 3600	G G G	2008 2008 2008 2008 2008
1.67 0.86 0.42 1.43 0.94	8600 From: 11000 9900 To: 21000 From: 3300 To: From: 10000 To: From:	G G G G	96% 99% 99% 98%	0% 0% 0% 1%	Labu 1% Richmonc Ri 1% Pattet 1% Three 1% Gle Dum 1% SR 356 1% 43-7550 1%	rnum Ave 1% 1-Henrico 7 1-Henr	0% 0% 0% 0% 0% Rd 0% Rd Rd Rd 0%	0%	C F F C	0.111 0.107 0.095 0.112	F F F	0.667 0.731 0.613 0.5 0.564	11000 11000 22000 3600 11000	G G G	2008 2008 2008 2008 2008
1.67 0.86 0.42 1.43 0.94	8600 From: 11000 9900 To: 21000 From: 3300 To: From: 10000 To: From:	G G G G	96% 99% 99% 98%	0% 0% 0% 1%	Labu 1% Richmonc Ri 1% Pattet 1% Three 1% Gle Dum 1% SR 356 1% 43-7550 1%	rnum Ave 1% 1-Henrico 7 1-Henr	0% 0% 0% 0% 0% Rd 0% Rd Rd Rd 0%	0%	C F F C	0.111 0.107 0.095 0.112	F F F	0.667 0.731 0.613 0.5 0.564	11000 11000 22000 3600 11000	G G G	2008 2008 2008 2008 2008
1.67 0.86 0.42 1.43 0.94 0.25 1.65	8600 From: 11000 9900 From: Prom: From: 3300 From: 10000 To: From: 8900	G G G G	96% 99% 99% 98% 98%	0% 0% 0% 1%	Labu 1% Richmonc Ri 1% Patte 1% Three 1% Gle Dum 1% SR 356 1% 43-7550 1% 43-7551 1%	rnum Ave 1% 1-Henrico 7 1-Henr	0% 0% 0% 0% Rd Rd Rd 0% Rd Rd 0%	0% 0% 0% 0%	C F F C C	0.111 0.107 0.095 0.112 0.119	F F F	0.667 0.731 0.613 0.5 0.564	11000 11000 22000 3600 11000	G G G G G	2008 2008 2008 2008 2008
1.67 0.86 0.42 1.43 0.94 0.25 1.65	8600 From: 11000 9900 From: 9900 To: 21000 From: 3300 From: 10000 From: 8900	G G G G	96% 99% 99% 98% 98%	0% 0% 0% 1%	Labu 1% Richmonc Ri 1% Patte 1% Three 1% Gle Dum 1% SR 356 1% 43-7550 1% 43-7551 1%	rmum Ave 1% 1-Henrico 7 1-Henr	0% 0% 0% 0% Rd Rd Rd 0% Rd Rd 0%	0% 0% 0% 0%	C F F C C	0.111 0.107 0.095 0.112 0.119	F F F	0.667 0.731 0.613 0.5 0.564	11000 11000 22000 3600 11000	G G G G G	2008 2008 2008 2008 2008 2008
1.67 0.86 0.42 1.43 0.94 0.25 1.65 0.23	8600 From: 11000 9900 From: 21000 From: 3300 From: 40000 To: From: 47000 To: From: 57000 To: From: 57000 To: From: 57000 To: From: 57000	G G G G G	96% 99% 99% 98% 98%	0% 0% 0% 1% 1%	Labu 1% Richmonc Ri 1% Pattet 1% Three 1% Gle Dum 1% SR 356 1% 43-7550 1% 43-7550 1% 43-7520 1%	rnum Ave 1% 1-Henrico 7 1-Henr	0% 0% 0% 0% 0% Rd 0% Rd 0% Rd 0% Rd 0% Rd 0% Rd 0%	0% 0% 0% 0% 0% 0%	F F C C	0.111 0.107 0.095 0.112 0.119 0.121	F F F F	0.667 0.731 0.613 0.5 0.564 0.578 0.687	11000 11000 22000 3600 11000 9600 18000	G G G G G	2008 2008 2008 2008 2008 2008 2008 2008
	0.49 0.79 0.62 1.32	0.79 21000 0.62 13000 1.32 11000 1.32 11000 1.24 6500 1.24 6500 0.39 7100 0.84 5400 0.92 5900 0.33 4200 0.18 4200 0.18 4200 1.50 1.	0.49 12000 G 0.79 21000 G 0.79 21000 G 1.3000 F 1.32 11000 G 1.32 11000 G 1.32 11000 G 1.34 6500 G 1.39 7100 G 1.39 7100 G 1.39 7100 G 1.31 5400 G 1.33 4200 G 1.33 4200 G 1.34 6500 G 1.35 From: 0.48 4200 G 1.5 From: 0.69 8900 G 0.98 5500 G 1.5 From: 1.5 From: 1.6 From: 1.7 From: 1.8 From: 1.9 From: 1.0	0.49 12000 G 99% 0.79 21000 G 97% 0.62 13000 F 97% 1.32 11000 G 99% 1.32 11000 G 99% 1.34 6500 G 91% 1.35 From: 0.39 7100 G 91% 0.84 5400 G 98% 0.92 5900 G 98% 0.92 5900 G 98% 0.18 4200 G 98% 0.18 4200 G 98% 0.18 4200 G 98% 0.18 4200 G 98% 0.18 From: 0.69 8900 G 99% 1.50 From: 0.98 5500 G 99% 1.50 From: 0.98 5500 G 99%	Length AADT QA 4Tire Bus Bus	Length AADT QA 4Tire Bus 2Axle	Length AADT QA 4Tire Bus Bus Skipwith Rd	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Length AADT QA 4Tire Bus Skipwith Rd 2Trail 2Trail	Length AADT QA 4Tire Bus Caxie 3+Axie 1Trail 2Trail 2Trail	Length AADT QA 4Tire Bus Caxy 2Axle 3+Axle 1Trail 2Trail QC Factor	Length AADT QA 4Tire Bus Skipwith Rd 2Trail 2Tra	Length AADT QA 4Tire Bus Skipwith Rd 27rail 2Trail 2Trail	Length AADT QA 4Tire Bus	Company Comp

						HIIICO IVI										
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Ienrico Countv																
Wasdman Dd	0.44	From		070/	40/		Mountain		00/			_	0.044	22222	0	2000
Woodman Rd	0.11	20000	G	97%	1%	1%	0%	0%	0%	F	0.115	F	0.611	22000	G	2008
		To From): :				I-295				\bot					
7663) Woodman Rd	0.46	7800	G	97%	1%	1%	0%	0%	0%	F	0.109	F	0.585	8500	G	2008
$\overline{}$		Tr	h.			43-7685	Greenwoo	d Rd								
		Fron	n:			SR 6 F	Patterson A	ve								
7665) Pump Rd	0.74	12000	G	99%	0%	0%	0%	0%	0%	С	0.098	F	0.521	13000	G	2008
\bigcirc		To	n:			G	ayton Rd									
7665) Pump Rd	1.04	13000	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.58	14000	G	2008
7003) * 5		_													_	
O Divers Del	0.07	From		000/	00/		efield Pkw		00/	_	0.000		0.500	4.4000		2000
7665) Pump Rd	0.87	13000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.522	14000	G	200
		To From	1:			C	hurch Rd				_					
7665) Pump Rd	1.36	13000	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.526	14000	G	2008
\mathcal{O}		To):			US 2	50 Broad S	t								
		Fron	n:			Thre	e Chopt Ro	i								
Skipwith Rd	0.53	5300	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.636	5700	G	200
												٠				
Claimu itta Dat	0.00	Fron		000/	00/		orest Ave	00/	00/				0.575	14000		000
Skipwith Rd	0.92	13000	G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.575	14000	G	200
		To From	1:			Hunga	ry Springs 1	Rd			\Box					
7667) Skipwith Rd	0.77	6100	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.549	6600	G	200
$\mathcal{O}_{}$		To):			Pa	ırham Rd									
	<u> </u>	From	1:			SI	ipwith Rd							-		
Hungary Springs	Rd 0.64	10000	G			JK.	P "I'II KU				0.099	F	0.501	11000	G	200
10/9 Hangary Opinigs	0.04											•	0.001		•	_00
		Fron	1:			E	Broad St									
Hungary Springs	Rd 0.66	12000	G								NA			13000	G	200
		To Fron	-			Pa	ırham Rd				\neg —					
7679) Hungary Springs	Rd 0.84	13000	G								NA			14000	G	200
		To):			Stap	les Mill Ro	l								
		Fron	1:				untain Rd				i					
7685) Greenwood Rd	1.67	3500	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.56	3800	G	200
Greenwood Rd	1.07	0000		3070	070	170	070	070	070	'		•	0.00	0000	Ü	200
$\overline{}$		From) ·				odman Rd									
Greenwood Rd	1.00	3700	G	98%	0%	1%	0%	0%	0%	С	0.106	F	0.686	4100	G	200
$\overline{}$		Т				B	ranch Rd				\neg —					
7685) Greenwood Rd	1.77	1700 From	G	98%	0%	1%	0%	0%	0%	F	0.116	F	0.722	1800	G	200
7,003)		To	:	30,0	J / 0		r County L		2,0	•	<u> </u>	•			-	_00
		Fron														
7687) Purcell Rd	4.50			000/	Λ0/		ingary Rd	00/	00/		0.116	_	0.500	4000	C	200
7687) Purcell Rd	1.53	3700 To	G	99%	0%	0%	0%	0%	0%	С	0.116	F	0.588	4000	G	200
			1			Mo	untain Rd									
<u> </u>		Fron					Nine Mile									
Gordon Ln	0.49	4100	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.503	4400	G	200
\bigcirc		To):			43-7618	3 Creighton	Rd								
		Fron	1:			Patt	erson Ave									
7703) Lauderdale Rd	1.26	8300	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.577	9000	G	200
	,	-							-							
Laudardala Di	4.00	From		000/	00/		Rolfe Pkw		00/		0.007	г	0.570	EC00		202
Lauderdale Rd	1.23	5100	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.579	5600	G	200
<u> </u>		Tr Fron				Ridg	efield Pkw	у			\Box —					
7703) Lauderdale Rd	1.33	5900	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.552	6400	G	200
		-									_					
Laudardala Di	4.40	From		000/	00/		Gayton Rd	007	00/		0.000	г	0.507	14000		000
Lauderdale Rd	1.10	13000	G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.587	14000	G	200
_		IC	<u> </u>			US 2	50 Broad S	ι								
_	_	Fron					ump Rd						_	_	· <u> </u>	_
			_	98%	Ω0/	40/	00/	00/	00/	_	0.404	_	0.500	0500	\sim	2008
7704) Falconbridge Dr	1.31	2300	G	90 /6	0%	1%	0%	0%	0%	С	0.104	F	0.589	2500	G	2000

							aintenand									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Ienrico Countv		From	1													
Francistown Rd	1.58	7300	G	98%	1%	1%	ngary Rd 0%	0%	0%	С	0.122	F	0.580	7900	G	2008
7705) Francistown Rd	1.50	7 300	Ť	3070	1 /0		Springfield		070		0.122	'	0.500	7500	J	2000
		From					ouncey Tra				i					
7706) Nuckols Rd	1.65	7500	G	97%	1%	1%	1%	0%	0%	F	0.114	F	0.588	8200	G	2008
		To				Chad	Grove Pe	1								
7706) Nuckols Rd	1.44	22000	G	97%	1%	1%	y Grove Ro	0%	0%	С	0.103	F	0.582	24000	G	2008
7706) 140000 110				0.70	170			070	070		- O. 100	•	0.002	21000	Ū	2000
7706) Nuckols Rd	0.82	32000 From	G	99%	0%	1%	I-295 0%	0%	0%	F	0.115	F	0.746	34000	G	2008
7706 NUCKOIS Rd	0.02	32000		9970	070			0 70	070	'	0.113	'	0.740	34000	O	2000
Nucleala Del	0.00	From	<u> </u>	000/	00/		Cox Rd	00/	00/				0.000	40000		2000
Nuckols Rd	0.62	17000	G	99%	0%	1%	0%	0%	0%	С	0.117	F	0.692	19000	G	2008
		From					ield Rd; G on Dr; Ga				+					
7706) Nuckols Rd	0.14	590	N	98%	1%	1%	0%	0%	0%	N	0.151	Ν	0.552	640	Ν	2008
		To			-	Crystal Bro	ook Terrace	e; Gap								
<u> </u>		From					te Lane; Ga					_				
7706 Nuckols Rd	0.26	590	G	98%	1%	1%	0%	0%	0%	С	0.151	F	0.552	640	G	2008
<u> </u>		To					cistown Rd									
	2 = 2	From	لبًــا	0001	001		oad St Rd	001	001	_		_	0.045	40000	_	000
West End Dr	0.50	11000	G	99%	0%	1%	0%	0%	0%	С	0.111	F	0.612	12000	G	2008
		To From				Gre	enford Dr									
West End Dr	0.53	9600	G	99%	0%	1%	0%	0%	0%	F	0.111	F	0.591	10000	G	2008
		To				43-752	6 Hungary	Rd								
		From				43-751	4 Gaskins l	Rd								
Mayland Dr	0.44	NA									NA			NA		
		To From				SR 157	Pemberton	Rd								
Mayland Dr	0.62	NA	•								NA			NA		
		To				43-7709	Tuckernuc	k Dr								
7708) Mayland Dr	0.49	11000	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.559	12000	G	2008
7700)	• • • • • • • • • • • • • • • • • • • •	То					rham Rd								-	
		From					road St									
Tuckernuck Dr	0.53	8800	G	000/			0%			С	0.094	F	0.594	0500		2008
7703)		0000		99%	0%	0%	U70	0%	0%					9500	G	
		To	Ŭ	99%	0%	0% Ma	yland Dr	0%	0%		7	•	0.00	9500	G	
				99%	0%	Ma	yland Dr		0%					9500	G	
Courtney Rd	0.78	То	G	98%	1%	Ma			0%	С	0.117	F	0.665	1400	G G	
Courtney Rd		To				Ma Stapl	yland Dr es Mill Rd	l								
Courtney Rd		From 1300				Stapl 1% Mo	uyland Dr les Mill Rd 0% untain Rd	l								
		From 1300				Stapl 1% Mo	yland Dr es Mill Rd 0%	l								2008
O Paris Dd	0.78	From 1300 To	G	98%	1%	Ma Stapl 1% Mo Beth 1%	es Mill Rd 0% untain Rd	0%	0%	С	0.117	F	0.665	1400	G	2008
7712) Basie Rd	0.78	1300 To From 3700 To From	G G	98%	1%	Ma Stapl 1% Mo Beth 1% Brei	es Mill Rd 0% untain Rd nlehem Rd 0% mner Blvd asie Rd	0%	0%	C	0.117	F	0.665	1400	G G	2008
7712 Basie Rd	0.78	1300 To From 3700 To 3700	G	98%	1%	Ma Stapl 1% Mo Beth 1% Bren Bren Bren B	es Mill Rd 0% untain Rd 0% nlehem Rd 0% mner Blvd asie Rd 0%	0%	0%	С	0.117	F	0.665	1400	G	2008
	0.78	1300 To From 3700 To From 3700 To	G G	98%	1%	Ma Stapl 1% Mo Beth 1% Bren Bren Bren B	es Mill Rd 0% untain Rd nlehem Rd 0% mner Blvd asie Rd	0%	0%	C	0.117	F	0.665	1400	G G	2008
Basie Rd	0.78	700 From 3700 To From 3700 To From 5700 To F	G G G	98% 98% 98%	1% 0%	Stapl 1% Mo Bett 1% Brett B 1% Stapl NCL	uyland Dr es Mill Rd 0% untain Rd elehem Rd 0% mner Blvd asie Rd 0% es Mill Rd Richmond	0%	0%	C C	0.117 0.104 0.109	F F	0.665 0.598 0.588	1400 4000 4000	G G G	2008
7712) Basie Rd	0.78	1300 To From 3700 To From 3700 To	G G	98%	1%	Stapl Stapl Mo Bett 1% Brer B 1% Stapl	untain Rd 0% untain Rd 0% untain Rd 0% nner Blvd asie Rd 0% es Mill Rd	0%	0%	C	0.117	F	0.665	1400	G G	2008
Basie Rd Pilots Lane	0.78	700 From 3700 To From 3700 To From 5700 To F	G G G	98% 98% 98%	1% 0%	Massian Massian Massian Massian Massian Model Massian	uyland Dr es Mill Rd 0% untain Rd elehem Rd 0% mner Blvd asie Rd 0% es Mill Rd Richmond	0%	0%	C C	0.117 0.104 0.109	F F	0.665 0.598 0.588	1400 4000 4000	G G G	2008
Basie Rd 7712 Bremner Blvd 7714 Pilots Lane	0.78	700 From 3700 To From 1500	G G G	98% 98% 98%	1% 0%	Massian Massian Massian Massian Massian Model Massian Model Massian Ma	yland Dr es Mill Rd 0% untain Rd ulchem Rd 0% mner Blvd asie Rd 0% es Mill Rd Richmond 0% uruum Ave 0%	0%	0%	C C	0.117 0.104 0.109	F F	0.665 0.598 0.588	1400 4000 4000	G G G	2008 2008 2008 2008
Basie Rd 7712) Bremner Blvd 7714) Pilots Lane	0.78 0.44 0.62	1300 To From 3700 To From 3700 To From 1500 To	G G G G	98% 98% 98%	1% 0% 0%	Mass Staple 1% Mo Beth 1% Bree B 1% Staple NCL 1% Laborate 1% Oro	yland Dr es Mill Rd 0% untain Rd nlehem Rd 0% mner Blvd asie Rd 0% es Mill Rd Richmond 0% untain Rd vec 0%	0%	0%	C C F	0.117 0.104 0.109 0.109	F F F	0.665 0.598 0.588 0.605	1400 4000 4000 1600	G G G	2008 2008 2008 2008
Basie Rd Pilots Lane Pilots Ln	0.78 0.44 0.62 0.26 0.22	1300 To From 3700 To From 3700 To From 1500 To From 1500 To From 1700 To From 1700 To From 1700 To From 1700	G G G	98% 98% 98% 99%	1% 0% 0%	Mass Staple 1% Mo Beth 1% Brer B 1% Staple NCL 1% Labo Oro Pil	yland Dr es Mill Rd 0% untain Rd nlehem Rd 0% mner Blvd asie Rd 0% es Mill Rd Richmond 0% urnum Ave 0% onco Ave ots Lane	0%	0% 0% 0%	C C F	0.117 0.104 0.109 0.109	F F F	0.665 0.598 0.588 0.605 0.525	1400 4000 4000 1600 1400	G G G	2008 2008 2008 2008
Pilots Lane Orange Ave	0.78 0.44 0.62	1300 To From 3700 To From 3700 To From 1500 To	G G G	98% 98% 98%	1% 0% 0%	Mass Staple 1% Mo Beth 1% Bree B 1% Staple NCL 1% Laborate 1% Ore Pil 1%	untain Rd 0% untain Rd 0% untain Rd 0% nner Blvd asie Rd 0% es Mill Rd Richmond 0% untain Rd 0% es Mill Rd 0% untain Rd 0% es Mill Rd 0% untain Rd 0% es Mill Rd 0% untain Rd 0% untain Rd 0% onco Ave 0% 0% 0%	0% 0% 0%	0%	C C F	0.117 0.104 0.109 0.109	F F F	0.665 0.598 0.588 0.605	1400 4000 4000 1600	G G G	2008 2008 2008 2008
Pilots Lane Orange Ave	0.78 0.44 0.62 0.26 0.22	From 1300 To From 3700 To From 1500 To From 1400 To	G G G	98% 98% 98% 99%	1% 0% 0%	Massaph Month Mont	yland Dr es Mill Rd 0% untain Rd olehem Rd 0% mner Blvd asie Rd 0% es Mill Rd Richmone 0% unum Ave 0% onco Ave ots Lane 0% d-Henrico	0% 0% 0%	0% 0% 0%	C C F	0.117 0.104 0.109 0.109	F F F	0.665 0.598 0.588 0.605 0.525	1400 4000 4000 1600 1400	G G G	2008 2008 2008 2008
Pilots Lane Pilots Lane Oronco Ave	0.78 0.44 0.62 0.26 0.22 0.30	From 1300 To From 3700 To From 1500 To From 1400 To From 1400 To From 1400 To From 1400 To From 1500 To From	G G G G	98% 98% 98% 99% 99%	1% 0% 0% 0% 0%	Massaph 1% Mo Bett 1% Brei B 1% Staph 1% Staph 1% Cro Pil 1% Richmone	yland Dr es Mill Rd 0% untain Rd olehem Rd 0% mner Blvd asie Rd 0% es Mill Rd Richmond 0% mnum Ave 0% onco Ave ots Lane 0% d-Henrico*	0% 0% 0% 0% 0% Γpke	0% 0% 0% 0%	C C F F C C	0.117 0.104 0.109 0.109 0.119	F F F	0.665 0.598 0.588 0.605 0.525 0.548	1400 4000 4000 1600 1400	G G G G	2008 2008 2008 2008 2008
Piloscent St	0.78 0.44 0.62 0.26 0.22	From 1300 To From 3700 To From 1500 To From 1400 To	G G G	98% 98% 98% 99%	1% 0% 0%	Massaph Stapl 1% Brei Brei 1% Stapl 1% Stapl 1% Cro Pil 1% Richmone He 0%	yland Dr es Mill Rd 0% untain Rd 0% nner Blvd asie Rd 0% es Mill Rd Richmond 0% rmum Ave 0% onco Ave ots Lane 0% d-Henrico*	0% 0% 0%	0% 0% 0%	C C F	0.117 0.104 0.109 0.109	F F F	0.665 0.598 0.588 0.605 0.525	1400 4000 4000 1600 1400	G G G	2008 2008 2008 2008 2008
Pilots Lane Pilots Lane Oronco Ave	0.78 0.44 0.62 0.26 0.22 0.30	To From 1300 To From 1500 To From 1400 To From 1400 To From 1500 To Fr	G G G G	98% 98% 98% 99% 99%	1% 0% 0% 0% 0%	Massaph Staph 1% Bret 1% Bret 1% Staph 1% Staph 1% Core Pil 1% Richmone He 0% Nine	yland Dr es Mill Rd 0% untain Rd olehem Rd 0% mer Blvd asie Rd 0% es Mill Rd Richmond 0% urnum Ave 0% onco Ave ots Lane 0% d-Henrico olly Ave 0% e Mile Rd	0% 0% 0% 0% 0% Γpke	0% 0% 0% 0%	C C F F C C	0.117 0.104 0.109 0.109 0.119	F F F	0.665 0.598 0.588 0.605 0.525 0.548	1400 4000 4000 1600 1400	G G G G	2008 2008 2008 2008 2008
Pilots Lane Pilots Lane Oronco Ave	0.78 0.44 0.62 0.26 0.22 0.30	From 1300 To From 3700 To From 1500 To From 1400 To From 1400 To From 1400 To From 1400 To From 1500 To From	G G G G	98% 98% 98% 99% 99%	1% 0% 0% 0% 0%	Massaph Staph 1% Bret 1% Bret 1% Staph 1% Staph 1% Core Pil 1% Richmone He 0% Nine	yland Dr es Mill Rd 0% untain Rd 0% nner Blvd asie Rd 0% es Mill Rd Richmond 0% rmum Ave 0% onco Ave ots Lane 0% d-Henrico*	0% 0% 0% 0% 0% Γpke	0% 0% 0% 0%	C C F F C C	0.117 0.104 0.109 0.109 0.119	F F F	0.665 0.598 0.588 0.605 0.525 0.548	1400 4000 4000 1600 1400	G G G G	2008 2008 2008 2008

						IIIICO IVI	aintenanc	e Alea								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Henrico County		From:	1								-					
7717) Eubank Rd	0.48	3500 To	G	89%	2%	2%	1% Lewis Rd	5%	0%	С	0.088	F	0.567	3800	G	2008
		From					oorne Tpke									
7718 Oakland Rd	1.56	2800 To:	G	96%	1%	1%	2% bytown Rd	0%	0%	С	0.095	F	0.541	3000	G	2008
		From				NCI	Richmond									
Willow Lawn Dr	0.62	7600	G	99%	0%	1% I	0% Broad St	0%	0%	F	0.102	F	0.543	8300	G	2008
Charles City Rd	1 02	From	G	88%	2%	Willi 1%	iamsburg Rd	2%	0%	С	0.094	F	0.517	4300	G	2008
Charles City Rd	1.92	3900		00%	2%			2%	0%		0.094	Г	0.517	4300	G	2006
7723) Charles City Rd	2.58	2400	G	88%	2%	1%	7%	2%	0%	F	0.107	F	0.671	2600	G	2008
<u> </u>		From:		2001	00/		ritton Rd	00/	201	_	<u> </u>		0.704	4000		0000
Charles City Rd	5.43	1800 To:	G	88%	2%	1% Dar	7% bytown Rd	2%	0%	F	0.11	F	0.701	1900	G	2008
		From:				Wo	oodman Rd						0.05-			
Aeronca Ave		1000	G			Th	acker Lane				0.100	F	0.652	1000	G	2008
		From:				F	Finlay St									
Allenshaw Dr		610 To:	G				Probst St				0.101	F	0.664	610	G	2008
		From:					lichael Rd									
Alvarado Rd		1300	G			IVI	icnaei Ku				0.109	F	0.564	1300	G	2008
		To:				No	ortonia Rd									
Andover Rd		550	G			G	ayton Rd				0.094	F	0.533	550	G	2008
Alluovei Itu		70:				Ca	mrose Rd				0.034	'	0.555	330	0	2000
		From				Di	lworth Cir									
Antioch Rd		430 To:	G			Wo	oodview Dr				0.099	F	0.616	430	G	2008
		From:					lkerson Rd				i					
Antionette Dr		520	G								0.123	F	0.585	520	G	2008
		To:					Cahlua Dr									
Argus Ln		400	G			Li	ibbie Ave				0.128	F	0.657	400	G	2008
		To				Ве	acon Lane									
		From					US 1									
Athens Ave		1600 _{To:}	G				1 0				0.132	F	0.781	1600	G	2008
		From:					perdeen St									
Attems Way		2500	G				Alf Ct				0.108	F	0.631	2500	G	2008
		To:				Hei	ritage Lane									
		From:				Ma	ayberry Rd									
Avalon Dr		850	G								0.162	F	0.714	850	G	2008
		To					mwood Dr									
Baldwin Rd		580	G			SR 6 I	Patterson Av	re			0.14	F	0.756	580	G	2008
DaidWill IXU		300 To:				Н	Iollins Rd				7.14	1	0.730	500	J	2000
		From					rtillery Dr				İ					
Battery Ave		160	G								0.110	F	0.657	160	G	2008
		To:					shington St									
Boyerd Dd		From:	<u> </u>				US 33				0.101	_	0 603	E00	C	2000
Bayard Rd		590	G				Biloxi Rd				0.101	F	0.603	590	G	2008

gth AADT	QA	4Tire	Bus					QC F	K actor	QK	Dir Factor	AAWDT	QW	Yea
From					Gilchrist Av	/e			1					
250	G					-			NA			250	G	2008
To					Piccadilly R	ld.								
From					Mesquite R	d			1					
480	G).149	F	0.822	480	G	2008
To					Fireside D	r								
					Darrowby R	ld.								
	G).129	F	0.779	1800	G	2008
				F	rancistown	Rd								
					Second Av	e				_			_	
380 To	G				Ooledolo Ar).112 7	F	0.651	380	G	2008
	<u> </u>]	Hargrove A	ve			7 006	_	0.500	2600	C	2008
					Thompson 5	St		'	7.000		0.569	2000	G	2000
From									1					
	G				v assar Ko				⊿).125	F	0.548	610	G	2008
To	Ť				Lester Lan	e			7	•	J.0 TO	0.0	•	_550
From									Ì					
360	G				1,10440 11 11	<u> </u>		(0.098	F	0.667	360	G	2008
To				N	Iailbrook L	ane								
From					Shadow Lar	ne			T					
320	G								0.101	F	0.561	320	G	2008
To				Н	igginbothan	n Pl								
From					Ott St									
340	G							().119	F	0.768	340	G	2008
To				Š	Springdale I	Rd								
From]	River Run I	Or								
460	G							() <u>.</u> 117	F	0.727	460	G	2008
To					Mill Rd									
From					Hood Dr									
	G							(<u>.</u> 150	F	0.529	110	G	2008
					Franconia R	ld								
					Schaum C	t				_			_	
	G).103	F	0.771	560	G	2008
						₹d								
240	G				Durin Di				NA			240	G	200
To					Schaum C	t			7					
From					Penick Roa	d								
1100	G).126	F	0.608	1100	G	2008
					Glenside D	r								
From		-			Virginia R	d		-	1				-	
860	G							(0.195	F	0.536	860	G	2008
To														
	پ]	Longdale A	ve]	_	0.540	700	_	000
	G				No6-11 C			().218 7	F	0.540	780	G	2008
10														
					Subrenda E)r				_	0.050	750	_	000
From									0.094	F	0.653	750	G	2008
750	G				Annly In									
750	G				Annlyn Di									
750					Annlyn Di Bonruth P]		0.540	900		2000
750	G G			1	Bonruth P).113	F	0.519	800	G	2008
750 To 800					Bonruth P	l Pl).113	F	0.519	800		2008
750					Bonruth P	l Pl).113).108	F F	0.519	800		2008
	From 1800 To: 1800 To: 1800 To: From 2600 To: From 360 To: From 340 To: From 560 To: From 560 To: From 780 To: From 780 To:	250 G To: From: 480 G To: 1800 G To: 1800 G To: From: 2600 G To: From: 360 G To: From: 340 G To: From: 340 G To: From: 110 G To: From: 240 G To: From: 240 G To: From: 1100 G To:	From:	gth AADT QA 4Tire Bus From:	gth AADT QA 4Tire Bus 2A: From:	Second Average Seco	Second Ave Sec	Second Ave Sec	Truck	AADT QA 4Tire Bus	AADT QA 4Tire Bus Truck Truck QK Factor QK QK QK QK QK QK QK Q	AADT QA 4Tire Bus	AADT Color AAVE AAVE	AADT QA 4Tire Bus 2Axie 3+Axie 1Trail 2Trail QC K Factor Factor AAWDT QW

) IVICIII	iteriarioe i								
Route	Length AADT	QA	4Tire	Bus			Truck 3+Axle 1 ⁻		QC I	K actor	QK	Dir Factor	AAWDT	QW	Yea
rico Countv	From					Dead	1 End			1					
Cookes Farm Dr	170	G				Douc	. 12/1G			0.133	F	0.652	170	G	200
	To					Warrin	ner Rd								
	From					Glen Po	oint Cir			j					
Copperas Lane	3100	G							().129	F	0.657	3100	G	200
	То						Creek Pl								
Cottogo Covo Dr	From	<u> </u>				Northw	vind Dr			NIA			720	0	200
Cottage Cove Dr	730	G				Causev	way Dr			NA T			730	G	200
	From									1					
Cottage St	1500	G				Mapiew	vood Rd			」 0.125	F	0.511	1500	G	200
oomago or	То	Ť				Parksio	de Ave			7	-	0.0	.000	•	_00
	From				SR 2	71 Pour	ncy Tract R	d							
Country Creek Way	930	G								0.096	F	0.61	930	G	200
	To				C	Country (Creek Ct								
	From					West I	End Dr								
Crystalwood Ln	260	G								<u>.</u> 118	F	0.581	260	G	200
	То					Oonaldw	wood DR								
	From	<u> </u>				Upha	ım Dr			J					
Damascus Dr	390	G							(0.121	F	0.663	390	G	200
	From					Old Orc	hard Rd								
Damascus Dr	470	G								NA			470	G	200
	То						field Rd								
5 . 5 .	From	<u> </u>				Three C	Chopt Rd				_	0.500	4000	•	000
Dresden Rd	1300 _{то}	G				Clayme	ont Dd		-	0.101	F	0.583	1300	G	200
	From	<u> </u>								1					
Drovin Dr	120	G				Westw	nck Rd			 0.109	F	0.519	120	G	200
DIOWIN DI	To	Ĕ				Kingsbr	ridge Rd			7.103	•	0.010	120	O	200
	From						um Ave			Ī					
Fenwick St	670	G				Zacurre				0.097	F	0.636	670	G	200
	То					Size	r Rd								
	From					Diane	Lane								
Franconia Rd	410	G								NA			410	G	200
	То					Clause	son Rd								
	From					Alycia	a Ave				_				
Galaxie Rd	2000	G							-).177	F	0.513	2000	G	200
	10	1					on Rd								
Gay Ave	6400	G			La	ıkefield	Mews Dr			_ 0.094	_	0.522	6400	C	200
Jay Ave	0400					Miller	rs Lane			7.094	F	0.532	6400	G	200
	From					Belfo				1					
Gunby Rd	640	G				Bello	nt Ku			」 0.113	F	0.550	640	G	200
Cana, ita	То	Ť				Wisha	art Rd			7	-	0.000	0.0	•	
	From					Englew	vood Rd								
Hamilton Rd	1100	G					***************************************			0.113	F	0.676	1100	G	200
	То					Mount	tain Rd			1					
	From					Ridg	ge Rd								
Henrico Ave	740	G							-	<u>.</u> 187	F	0.811	740	G	200
	То	<u> </u>				Davi	id Dr		 	<u> </u>					
	From					Wildw	vood St							_	
	470	G							(<u>.</u> 115	F	0.667	170	G	200
Hickory Ave	170				~-		· · ·								
Hickory Ave	То						Market Rd								
Hickory Ave Hilliard Rd	170 To From	G					Market Rd layne Ave			 	F	0.725	340	G	200

						itenance Are							
Route	Length AADT	QA	4Tire	Bus		Truck +Axle 1Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
rico County	From:				Three C	hont Rd		ı					
Hillside Ave	370	G			Timee C	лорг на		0.136	F	0.647	370	G	200
	To				Grang	ger Rd							
	From:				N Parh	nam Rd							
Holly Hill Dr	3900	G						0.102	F	0.552	3900	G	200
	10:				Saint Mich			<u> </u>					
Horsepen Rd	From: 8400	G			Patterso	on Ave		0.104	F	0.7	9100	G	200
погѕерен ка	0400 To:	G			Three C	Chopt Rd		0.104	г	0.7	9100	G	200
	From:					ary Rd							
Hungary Ridge Dr	820	G			Trange	ary red		0.118	F	0.657	820	G	200
	To:				Hungary	Ridge Ct							
	From:				Staples	Mill Rd							
Hungary Springs Rd	5100	G						0.095	F	0.579	5500	G	200
	To:				Hunga	ary Rd							
h A	From:				Bea	al St			_	0.550	000		000
Ivy Ave	200	G			Dan	ıd St		0.114	F	0.553	200	G	200
	From												
John Rolfe Pkwy	5000	G			Laudero	dale Ku		0.095	F	0.533	5400	G	200
	To				Ridgefie	eld Pkwy			•	0.000	0.00		
	From:				Mount								
Jordan Dr	330	G						0.1	F	0.561	330	G	200
	To:				Bowle	es Lane							
	From:				SR 271; Pour	ncy Tract Rd							
Kain Rd	1100	G						0.093	F	0.601	1100	G	200
	To					ne Rd							
Kinvan Rd	From: 590				Strati	th Rd		0.111	_	0.764	500	0	200
Kirivari Ku	590 To:	G			Reow	ulf Dr		0.111	F	0.761	590	G	200
	From:					ook Dr							
Lafayette Ave	240	G			Linoic	JOK DI		0.106	F	0.608	240	G	200
	To:				Thornro	ose Ave							
	From:				Monio	da Rd							
Lakefront Dr	240	G						0.135	F	0.517	240	G	200
	To:				Sunbu	ırst Rd							
	From:				Cresto	on Rd							
Lakewood Rd	330 _{то:}	G			34 1 1	1 1 1 1 1		0.112	F	0.526	330	G	200
	From:				Meadowl								
Lambeth Rd	630	G			Mount	ain Kd		0.113	F	0.521	630	G	200
Lambourita	To:				Glen L	ake Dr			•	0.021	000	Ü	200
	From:					orth Cir							
Lampworth Rd	250	G						NA			250	G	200
	To:				Lampw	vorth Ct							
	From:			,	Havila	and Dr							
Lawndell Rd	1600	G						0.103	F	0.587	1600	G	200
	To				Murdo								
l othburni l area	From:				Brendonri	ridge Lane					-	_	202
Lothbury Lane	60	G			Edanh	oury Dr		NA			60	G	200
	From				Hermit			_ <u>_</u>					
Lourdes Rd	1400	G			пети	iage NU		0.129	F	0.656	1400	G	200
_50.000.00	To:				Galwa	y Lane		<u> </u>	•	0.500	. 100	-	_00
	From:				SR 33; Nin			l					
Marlin Dr	510	G			,	*		0.097	F	0.683	510	G	200
	To:				Thir	rd St							

Route	Length AADT	QA	4Tire	Bus			Trud 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
rico County	Fron	.1				C P	1.57			1					
Meadow View Rd	210	G				SR	R 157			_ 0.138	F	0.636	210	G	2008
Woodow Viow Ita	т.	Ť				Cer	res Rd					0.000	2.0	Ū	2000
	Fron	:				Mour	ntain Rd			Ī					
Megan Dr	340	G								0.106	F	0.595	340	G	2008
	To	:				Meg	an Way								
M:1: D1	Fron					S	SR 5				_	0.700	2000	_	000
Midview Rd	2300 _{то}	G				Holl	land St			0.095	F	0.736	2300	G	200
	Fron	:								1					
Monaco Dr	540	G				Kasiiii	ussen Dr			0.11	F	0.558	540	G	200
	To	:				Tur	rka Dr								
	Fron	:				Har	vie Rd								
Montclair Rd	570	G								0.087	F	0.539	570	G	200
	To	c				E Labu	rnum Ave								
Manual and D. I	Fron	Ļ				Norv	vick Rd		 		_	0.004	0400		-
Mooreland Rd	2100 _{то}	G				Tole	nan Rd			0.103	F	0.664	2100	G	200
	Fron						nan Rd S 360			<u></u>					
Neal St	4400	G				US	300			0.089	F	0.614	4400	G	200
	т					Boll	ing Rd								
	Fron	i.				Hung	gary Rd								
North Run Rd	3400	G								0.104	F	0.681	3400	G	200
	To	c				Joyc	elyn Ct								
	Fron					Grape	evine Rd								
Old Hanover Rd	980 TO	G				D 155				0.086	F	0.563	1100	G	200
					S.		Airport D	r							
Omega Rd	Fron 110	G				Purc	cell Rd			NA			110	G	200
Omega Nu	To					Fruel	hauf Rd						110	J	200
	Fron	:					kols Rd								
Opaca Ln	220	G				11401	1010 110			0.104	F	0.565	220	G	200
	To	:				Cha	pel Rd								
	Fron	:				Delv	vood St								
Penick Rd	1600	G								<u>0.</u> 115	F	0.556	1600	G	200
	To	c				Clove	erdale St								
5 5 .	Fron					Har	vie Rd								
Pinoak Rd	70	G				Div	rie Rd			NA			70	G	200
	Fron	:								<u> </u>					
Pleasant St	2400	G		-		r ate	es Lane			 0.085	F	0.634	2400	G	200
	2.00				A	Apple C	Grove Lane	<u> </u>							
	Fron	:				Bea	gle Dr								
Poates Dr	400	G								NA			400	G	200
	To	c				Galw	ay Lane]					
	Fron					Charle	s City Rd				_			_	
Poplar Spring Rd	2000	G				ъ	ъ.			0.097	F	0.831	2000	G	200
	Tr.	<u> </u>			_		igee Rd			<u> </u>					
Raines Ave	980	G			—	Gr	ay St			 0.103	F	0.612	980	G	200
Names Ave	98U				—	Woo	oton Rd			0.103	Г	0.012	900	G	200
	Fron						rbill Lane			1					
Raintree Dr	2600	G				repper	om Lane			0.103	F	0.523	2600	G	200
	2000					Falcon	bridge Dr				_			_	
	Fron	:					S 60			Ī					
Raleigh Rd	470	G								0.107	F	0.51	470	G	200
	To	:				Casy	well St								

					ennco Maintenance A	-ca							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1T		\cap C	K Factor	QK	Dir Factor	AAWDT	QW	Yea
rico Countv	From:				NCL Richmond			-1					
Richmond-Henrico Tpke	e 1700	G			NCL Ricilliona			0.119	F	0.668	1700	G	2008
, , , , , , , , , , , , , , , , , , ,	To				Laburnum Ave								
	From:				Roy Rd								
Sandston Ave	400	G						0.110	F	0.681	400	G	2008
	To				Huntsman Rd								
0 11	From:				Harvie Rd				_	0.50	4000	•	000
Sandy Ln	1900 _{то:}	G			Glenda Rd			0.096	F	0.56	1900	G	200
	From:				Barck Pl								
Santa Clara Dr	250	G			Daick F1			0.17	F	0.72	250	G	200
	To				Tarrytown Dr					_			
	From:				Glasgow St								
Scotland Ln	500	G						0.093	F	0.692	500	G	200
	To				Sadler Rd								
Scott Rd	From:				Best Plaza			<u></u>	_				
	350 _{то:}	G			Laval Casas I			0.125	F	0.659	350	G	200
	10:				Level Green Lane								
Second Ave	290	G			Broadway Ave	-		0.12	F	0.586	290	G	200
	To	Ŭ			Ackley Ave			7		0.500	230	J	200
	From:				Confederate Ave								
Sedgwick St	180	G			Comedetate 1110			0.121	F	0.773	180	G	200
	To				Wilson Way								
	From:				Gaines Rd								
Springdale Rd	1600	G						0.093	F	0.572	1600	G	200
	To				Thomas Dr								
St Charles Rd	From:				Glidewell Rd			0.400	_	0.004	4000	0	000
	1200 _{To:}	G			Diane Lane			0.108	F	0.664	1200	G	200
	From:				Buckingham Ave								
Stoneleigh St	370	G			Buckingham Ave			0.107	F	0.725	370	G	200
	To				Essex Rd								
	From:				Timber Rd								
Terry Dr	1100	G						0.093	F	0.541	1100	G	200
	To:				Royerton Dr								
	From:				Sadler Rd								
Thorncroft Dr	300	G			W. C. D			0.107	F	0.576	300	G	200
	From:				Waterfront Dr Riverdale Ave			+					
Thorncroft Dr	710	G						0.146	F	0.507	710	G	200
	To				Chicopee Rd								
	From:				Cedar Fork Rd								
Tiffanywoods Lane	630	G						NA			630	G	200
	To:				Cloverfield Lane								
Union Ct	From:				Garland Ave			0.124	_	0.760	170	0	200
Union St	170	G			Medlock Rd			0.124	F	0.762	170	G	200
Valleyfield Rd	From				Stoneman Rd								
	680	G			Stolichial Ku			0.096	F	0.546	680	G	2008
<u>, </u>	To				Wistar Rd	<u> </u>							
	From				Evansdale Rd								_
Warren View Rd	270	G						0.142	F	0.634	270	G	200
	To:				Poplar Forest Dr								
	From				Charles City Rd								
Warriner Rd	910	G						0.094	F	0.701	910	G	200

						mioo mam	enance Area	•							
Route	Length	AADT	QA	4Tire	Bus		Truck -Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
rico Countv															
Watts Ln		3400	G			US 3	60			0.086	F	0.530	3400	G	2008
		3400 To-				Rosse	· Rd			0.066	Г	0.550	3400	G	2000
		From:	<u> </u>			Parhar				1					
Weldon Dr		250	G			Pamai	i Ku			0.117	F	0.683	250	G	2008
		To:	Ť			Bridle	Lane			<u> </u>	·	0.000	200	Ū	2000
		From:				Causew	av Dr			i					
Wilde Lake Dr		530	G				<u>,</u>			0.122	F	0.606	530	G	2008
		To:				Northla	ke Dr								
		From:				Dead	End								
Wilderness Dr Wistar St		110	G							0.164	F	0.5	110	G	200
		To:				Kilgo	e St								
		From:				US 250- I	Broad St								
		290	G							0.153	F	0.822	290	G	200
		To:				Oak Rid	ge Rd								
Wood Rd		From:				Baldwi	n Rd								
		140	G							0.109	F	0.688	140	G	2008
		To:				Sunderla									
Woodberry Rd		From	Ļ			Westhan	Pkwy				_		470	_	000
		170	G			**	D.I.			0.108	F		170	G	200
						Horsep									
Wyndham Park Dr		4100				Wyndam !	Lake Dr			0.101	F	0.747	4100	G	2008
		4100 To:	G			Dominion	Club Dr			0.101	Г	0.747	4100	G	200
		From:													
Yarnell Rd		70	G			Wilson	ı Kd			0.129	F	0.882	70	G	2008
		,,				Miller				0.123	'	0.002	70	9	2000